

AMERICAN RAILROAD JOURNAL

AND

IRON MANUFACTURERS' AND MINING GAZETTE.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXXI., No. 8.]

SATURDAY, FEBRUARY 20, 1875.

[WHOLE No. 2,026, VOL. XLVIII.

MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, February 20, 1875.

National and Private Forethought----A Contrast.

It is estimated that fully one-half of the five hundred blast furnaces in the United States are idle, and the last advices show that the British iron masters are disturbed by the prospects of trade. Greater steadiness in the demands for manufactures is much to be desired. Our textile fabric mills are most of them working on reduced time. So of the various foundries, machine shops, car works, builders and contractors. So dull a period is not remembered since 1838. The prostration is, as then, universal. Even our oldest and strongest railroad and mining corporations find it necessary to practice a most rigid economy, and in many cases to reduce the wages of their employees to the very verge of meagre subsistence. It has been the fashion for schoolmen and doctrinaires to say that the hard times were the punishment of over-speculation; and to convey the idea that none were suffering from the de-

pression but the newer and more venturesome operators. It must be admitted that the course of the panic has gone far beyond that stage, and that unless something be done, by some power superior to those now brought to bear, the suffering and distress will reach even the most sheltered classes.

Among the few gleams of hopeful prospect may be mentioned some instances of a wise and timely forethought by municipalities and corporations, altogether surpassing the wisdom which now assumes to care for the national wants. The City of Cincinnati, mindful of the insufficiency of her railroad communication with the South, has consented to tax herself to the extent of \$10,000,000 for the building of a railroad across the territory of neighboring States, to enlarge her future commerce. This she does at a time of extreme depression, trusting to her credit and future prosperity to more than make good the outlay. The result is, she is getting the labor and the materials entering into the work at from 50 to 100 per cent. less than they could have been had two years ago—a manifest stroke of economy on her part.

In like manner the Philadelphia and Reading Railroad Company is using its credit to have built several thousand coal cars, which at present the traffic does not need; but which can now be had much cheaper than when the coal trade is driven to its full capacity, as it is sure to be sooner or later. The Baltimore and Ohio Railroad Company likewise drawing upon that great reservoir of capital, the London market, has built 230 miles of new line since the panic, all of which will one day prove a lucrative investment; and is now undertaking, by additional outlays, to straighten, lighten, and otherwise perfect her connection with Cincinnati, so as to have a line equal to the Pittsburgh, Cincinnati and St. Louis. There can be no doubt that for all such companies as have the funds, or who can find market for their long bonds at moderate rates, the present is an exceptionally favorable time for engaging

in works which will be shortly needed. Money borrowed at seven per cent. now, may be made to produce 15 or even 20 per cent. income hereafter.

This brings us to the notice of certain enterprises now asking the attention of Congress, on the ground that they are of too great magnitudes for private means to carry out, at this time, without the assistance of the general government. The Pacific Railroads, North and South, stand in the position of being, to a certain extent, partners with the government in the development of the western half of the Continent, and in adding fresh values to the public lands, which must form the basis of the wealth of a great mining or pastoral region.

What the local government of Cincinnati has done on a much smaller scale, for her own sake, the general government might do on the larger scale for the sake not alone of the territory beyond the Missouri, but also for the sake of all the toiling millions East as well as West. The returns of the nation at large in the latter case would be far greater than those to the single city in the former case, large as these will undoubtedly be. That way, (if Mr. Dawes pleases,) is the readiest way to bring up the revenues; it would start the idle at work; work means wages, and wages consumption, and all lead rapidly to the circulation of money.

We see also that certain parties are seeking for national charters, with subsidies attached, ostensibly on the ground of the need of freight roads. We heartily wish, for the sake of the experiment, that the Continental, the Lake Erie and Omaha, or the Washington, Cincinnati and St. Louis Railroads (the two latter narrow gauge) were built; and we would almost consent to have government extend aid to the amount of half their cost, in order to set the wheels of industry again in motion; and especially to demonstrate, once and forever, that the present competition has carried down rates of freight or produce of the soil,

quite as low as the elements will admit. At the same time we feel that, in assuming to grant charters for railroads within the States, Congress would be assuming a very doubtful constitutional authority; and to do so, in order to provide a competition at the public expense, as against carriers whose roads have been constructed out of private capital, would be taxing one class for the benefit of another class, and also taxing all in order to oppress and ruin vested interests derived from sovereign authority. If the contracts of private persons made with states are liable to be destroyed, or their enjoyment diminished, by action of the federal authorities, without due process of law, and compensation, there is an end to the sanctity and binding force of agreements. In the territories, and through the public domain, however, the right and justice of Congress is clearer. Gentlemen can make no mistake in extending the helping hand to either of the Pacific railroads. It matters not whether the present so called "proposition" of the Union Pacific Company to change the bargain in regard to the repayment of its subsidy bonds and interest, be made in good faith, or whether, as some think, it is a mere stock-jobbing move, the prospects of repayment of both old and new roads to the last dollar is not doubtful. The Treasury will lose nothing by the aid in either case; indirectly it will be a great gainer.

Boston and Maine Railroad.

The following is a comparative statement of the earnings and expenses of this road for the years ending September 30, 1873 and 1874:

Earnings :	1872-'3.	1873 '4.
From passengers	\$1,302,190 55	\$1,410,530 85
" freight.....	820,512 44	820,275 79
" rents	42,022 16	52,744 62
" mails.....	14,551 25	21,360 20
" interest	78,408 35	61,581 60
" expresses.....	42,407 98	55,856 21
	<hr/>	<hr/>
\$2,300,098 68	<hr/>	<hr/> \$2,421,799 27
Expenses :		
Repairs of road	\$216,657 51	\$207,101 66
" bridges....	27,580 80	31,013 80
" fences, etc..	10,824 31	10,779 45
" stations ...	91,258 87	55,507 85
" locomotives	88,658 86	97,567 48
" cars.....	88,456 67	98,988 43
Removing ice & snow.	6,264 88	4,826 06
Switch, watchmen, etc.	77,516 20	86,545 83
Passenger expenses...	232,849 34	239,855 78
Freight expenses....	188,430 84	178,694 30
Wood,	56,960 75	37,619 74
Water.....	6,282 37	11,240 24
Oil and waste	26,109 83	24,702 82
Gratuities & damages..	11,585 44	9,649 01
General expenses....	37,364 20	32,208 03
Taxes.....	86,168 61	97,888 64
Insurance	10,749 89	10,568 30
Danvers R. R. rent...	7,500 00	7,500 00
West Amesbury R. R. rent	4,275 00	
Coal for locomotives..	204,816 52	197,819 38
Renewal of rails.....	188,868 13	109,495 25
Interest	108,297 05	236,786 95
Telegraph	5,678 93	5,310 86
	<hr/>	<hr/> \$1,727,825 00 \$1,794,444 84
Net earnings ...	\$572,268 68	\$627,354 43

Compared with the previous year the gross earnings show an increase of \$121,705 59; and

the operating expenses, including taxes, an increase of \$66,619 84—showing an increase in the net income of the present over the previous year of \$55,085 76. The president in his report says: The financial crisis, beginning in September, 1873, and extending over a large portion of the first six months of the present year, has had its influence upon the business of your road, even to the end of the year. It has reduced the amount of business done considerably below our expectations, and of course correspondingly diminished the income of the company, while the expenses have by no means been correspondingly reduced, but in some unexpected quarters increased.

The Legislature of the State of Maine, at the last session thereof, passed an act levying upon certain railroad corporations within that State a tax of one and one half per cent per annum upon the amount of capital invested. The amount thus levied upon this corporation was \$26,000, a sum equal to double the whole amount of taxes paid by this company prior to the year 1871. This new demand, with \$25,000 claimed by the City of Boston under the Betterment Act, on account of the extension of Washington Street, is, to say the least, an item of expense wholly beyond our estimate for 1874.

If railroad corporations are taxed to such an extent to pay the expenses of the people, the people certainly should not complain if they are made to pay more remunerative rates to the railroads; neither can do without the other, but each is in a measure dependent upon the other.

Notwithstanding the crisis, a calamity which affected injuriously the whole railroad business of the country, your road has maintained its position and made a small gain in both gross receipts and net earnings over the previous year.

As our facilities for doing business have considerably increased during the last year, there is every reason to expect that the business of the coming year will much exceed that of the past.

The passenger and freight business of the past year as compared with that of the year previous, stands as follows:

1873.

Passengers carried	6,008,074
Passengers carried one mile	61,760,456
Tons of freight carried	542,004
Tons of freight carried one mile	20,927,664

1874.

Passengers carried	4,719,785
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Passengers carried one mile	75,061,175
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Tons of freight carried	582,922
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Tons of freight carried one mile	22,880,690
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showing a net loss of 258,289 passengers; and for one mile a net gain of 18,300,719; and in freight a gain of 10,918 tons; and for one mile of 1,953,028 tons.

On the fifteenth day of March, 1833, was approved an act, incorporating the Boston and Maine Railroad, and on the fourteenth day of April, 1836, an act incorporating the Eastern Railroad Company. Each corporation at that early day had its eye on the same objective point, namely, the present City of Portland. On the fourteenth day of March, 1837, the Portland, Saco and Portsmouth Railroad Company was incorporated; soon after the construction of this last named road, a contract was entered into between it and the Boston and Maine and Eastern Railroad Companies, whereby the whole business east of Portsmouth, N. H., was to be equally divided between the two last named roads.

Under this contract the business of the respective roads increased and prospered for twenty-three years, when the contract was terminated by the action of the Portland, Saco and Portsmouth Railroad Company. From that moment, the building of the extension of this road to Portland became a necessity; and, as a natural consequence, competition for the business east of the line of the State of New Hampshire, and at the various competing points touched by our respective roads, became active. So active that the managers of these two corporations (the Maine and the East-

ern) came together for the purpose of consultation in reference to business at competing points.

After several months' negotiation, a contract was agreed upon, and on the fourth day of April, 1874, was executed by the respective parties thereto, to commence on the first day of May then next ensuing. This contract provides that all the business at competing points, to and from other competing points, named and designated, shall be divided, after paying to the party doing the work a certain per cent of the gross receipts. All competition it was agreed should cease from that date; and the reform of many abuses, the natural offspring of competition, entered largely into the full and perfect consummation of the agreement. Since the first day of May last, the business of the two roads between points of competition has been done with very little cause of complaint from either party. In the division of the business this road, as was anticipated, has been obliged to make monthly payments to the Eastern Railroad Company, varying in amount with the amount of business done:

Your directors believed it for your interest to make this contract, and still believe that so long as the same shall be fairly and honestly carried out by the parties in interest, that a large sum of money can thereby annually be saved to the stockholders of each of those corporations;

On the first day of March, 1864, a contract was entered into between this corporation, the Essex Railroad Company, a corporation then in existence but since defunct, and the Eastern Railroad Company, granting to said Essex and Eastern Railroad Companies permission for ten years to run their locomotives and cars over this road, from the junction in North Andover to North Lawrence, upon the payment of a sum of money per month, which was altogether inadequate for the facilities furnished.

This contract terminated by limitation during the past year. The Eastern Railroad Company were duly notified that after the thirty-first day of August, 1874, no locomotive engine of the Eastern Railroad Company would be allowed to enter upon or pass over any of the track of this corporation between those points; but that arrangements for hauling their cars between said points could be made with this company.

The Eastern Railroad Company having signified a desire that their cars should be so hauled, on the first day of September last we commenced this service. We have been unable to agree upon the amount of compensation that should be paid to us for these services, and the railroad commissioners have been called upon under the law to fix and determine the same. On the twenty-fourth day of May last, the rails of this company were joined with those of the Grand Trunk Railway, on Commercial Street, in the City of Portland, and on the next day our passenger trains commenced running to and from the Grand Trunk passenger station. A full and perfect connection, however, was not made with this important system of railways until the twenty-seventh day of September, 1874. On that day the change of the gauge for the whole distance between Detroit and Portland was fully consummated, and our cars, both passenger and freight, were enabled to run from Boston to San Francisco. This connection secured to this corporation much better facilities in the transportation of passengers and freight from points on this road to points on the Grand Trunk, and beyond, than we have enjoyed heretofore. The construction of the Lewiston and Auburn Railroad, five miles in length, connecting with the Grand Trunk Railway, opens to this road the Cities of Lewiston and Auburn, and to the enterprising people of those two cities another route to Boston. Since the twenty-seventh day of September last, our passenger cars have run between Boston and Lewiston without change. Thus are the people of the State of Maine gradually ridding themselves of the monopoly referred to in our last annual report.

A contract has been entered into with the Grand Trunk Road for the use of a portion of their passenger station in Portland by which it is hoped

that this road will be saved the expense of constructing a passenger house at that point for many years to come.

The work of dredging at Mystic River in front of our wharf was fully completed in August last, giving us a depth of nine feet below mean low water. To complete the same we have only to put on two feet of ballast, when we shall have about eight acres of wharf accommodation within one mile of the city limits of Boston on the trunk line of our road. This property has been procured at a comparatively moderate cost, and it is believed will be sufficient for the requirements of this road for many years to come.

The belt or pile structure on the east side of our wharf in Portland was found to be unsafe for the passage of locomotives. Accordingly, large and expensive repairs and improvements have been made thereon. Nearly the whole of the east side has been reconstructed with the best of oak piles, and the same has been thoroughly replanked. Two substantial drops have been built at the end of the wharf for the accommodation of the eastern steamers in the reception and delivery of passengers and freight. Nearly three hundred feet of sheds have been built over the same, for the purpose of covering our passenger trains running to and from the eastern steamers, and also for the accommodation of the new semi-weekly line of steamers between Portland and New York, who lease a portion of the wharf.

The dock on both sides for a distance of some three hundred feet in length has been dredged to a depth of sixteen feet on the east side and nine feet on the west below mean low water. This increases considerably the facilities for business at this point.

In the annual report of last year it was stated that by means of this wharf purchase and the rail connection secured thereby, we were enabled to place our cars within the yards of the largest lumber dealers in Portland, and within the means of close connection with steamers for Halifax, St. John, Bangor, Mt. Desert, etc. This has been done during the past summer, and passengers have found our cars in close proximity to the steamer's landing. The business from this connection with the steamers in the winter season is of little account; but during the summer, we anticipate in the future a large and increasing business, especially after the opening of the Lowell and Andover Railroad.

At the close of business on the thirtieth day of September last, there had been expended, on account of the extension in Maine, including the wharf purchase, \$4,163,344 74, as follows:

Graduation and masonry	\$1,619,260 32
Land	1,191,823 19
Engineering and other expenses	161,152 06
Superstructure, including iron	655,256 95
Bridges	315,369 57
Stations and buildings	178,174 36
Fences	42,308 29
<hr/>	
	\$4,163,344 74

With the exception of some few claims for land damages yet remaining unsettled on account of legal proceedings connected therewith, and two or three bridge structures for highways or streets that may have to be built, it is hoped and believed that the whole expenditures hereafter on the extension may properly be all charged to expenses.

The number of locomotives in the service of the company remain as at date of last report, 69. One new locomotive has been added during the year, but it takes the place of one worn out and broken up.

During the year we have added 2 new passenger cars, 2 long baggage cars, 6 freight cars, and one snow plow. We have now 122 passenger cars, including 3 parlor cars, and 1,406 freight cars.

As a true measure of economy the track and road beds have been kept in good condition. 16 miles have been relaid with new iron and 10½ miles with steel rails during the year. We have now on the whole line of road 60½ miles of steel rails. In this connection it is gratifying to be

able to state that the steel rails first laid down on this road in the year 1867, at a point where an iron rail had to be renewed every year, are as yet but little worn, and will serve us for three or four years longer; at other points of less severe service they show no appreciable sign of damage or wear, and very few of them have ever broken.

We cannot but believe that the expense of our road repairs must be greatly reduced in the future by the use of steel.

Our new brick passenger house, at Dover, has been finished. It is an ornament to the place, and supplies a long felt want at this important point. New passenger houses have been commenced and are nearly completed at Bradford, and at Ivyfield on the Newburyport Branch. We have also erected a new, wooden, engine house, at Exeter, called for by running the road in two divisions instead of three, as at first contemplated.

The large number of bridges on the line of our road calls for constant care and watchfulness. The most of those on the extension are of iron, and we are substituting iron for wood on the other portion of the road, so fast as renewals become necessary.

Notwithstanding all our important wooden bridges are carefully watched, and every possible means used to secure and protect them from fire, yet they are a constant source of anxiety to the officers of the road.

Additional safeguards have been provided for the wooden structure over the Merrimack River, at Haverhill. A contract has been made with the Water Company at that place for a constant supply of water with sufficient head to drench the bridge in case of need. Some 1,000 feet of iron pipe has been laid from the street mains to the north end of the bridge; from thence an iron pipe is carried through its entire length, and so arranged in sections as to command, by means of hose fitted to the same, a water supply, almost instantly, in any part of the bridge in case of fire.

A new, three track, iron, fifty feet span bridge has been constructed over Little River, in Haverhill.

We have also contracted for a new iron through bridge of one hundred and fifty feet span, to take the place of the present wooden structure over Lamprey River in Newmarket.

The Lowell and Andover Railroad is approaching completion. When finished, this corporation will take a lease of the same for ninety-nine years, in accordance with your vote passed June 4, 1873. By it this road secures another important through connection with the West, as well as a new and direct line for New York.

CONDENSED BALANCE SHEET, Sept. 30, 1874.

Construction	\$9,308,431 82
Equipment—locomotives and cars	1,338,404 21
Shop stock, iron rails, ties, fuel, etc.	334,932 63

Assets, viz :

Cash	\$263,754 90
Freight bills, etc	96,346 15
U. S. Post Office Depart.	937 60
Land improvements, D. and W. R. R.	24,607 41
Notes receivable	6,676 03
Steamer Mt. Washington	70,060 24
Danvers Railroad bonds	73,000 00
Danvers R. R. account	27,430 00
Eastern Railroad	3,298 76
Newburyport Railroad	303,993 00
Maine Central Railroad	4,276 14
Grand Trunk Railway	1,127 70
Insurance scrip	640 00
Portland and Rochester Railroad	824 91
Dover & Winnipesaukee Railroad stock	263,144 48
Stoneham Street R. R.	549 36
Boston and Maine R. R. stock at par	27,000 00
Sundry accounts	5,736 83
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	1,173,403 71
<hr/>	
	\$12,155,172 87

Capital stock	\$6,921,274 52
<hr/>	
Liabilities, viz :	
Seven per cent bonds, 1893	\$1,500,000 00
Seven per cent bonds, 1894, issued to Sept. 30, 1874	1,012,500 00
Notes payable	901,509 08
Uncalled for wages	664 31
Uncalled for divid'ds	10,506 00
Uncalled for interest	3,152 50
Danvers Railroad rent	1,750 00
Cash receipts from Oct. 1, to Oct. 12, inclusive, on acc't of freight bills, etc.	91,714 30
Sundry accounts	58,662 26
Deposits on account of Newburyport R. R. bonds	480 00
Amount payable on account of Newburyport Railroad bonds	370 00
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Dividend payable November 14, 1874	280,000 00
Suspense account	354,311 71
Profit and loss	1,018,277 70
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	\$12,155,172 87

President.—NATHANIEL G. WHITE.

Directors.—Nathaniel G. White, Lawrence; George C. Lord, Boston; Amos Paul, South Newmarket, N. H.; Nathaniel J. Bradlee, Boston; William S. Stevens, Dover, N. H.; James R. Nichols, Haverhill; John F. Osgood, Boston; Samuel E. Spring, Portland, Me.; Nathaniel W. Farwell, Lewiston, Me.

Treasurer.—A. BLANCHARD.

Superintendent.—JAMES T. FURBER.

Meeting of Railroad Bondholders.

A meeting of the first mortgage bondholders of the Great Western Railroad Company of 1859, and the Illinois and Southern Iowa Railroad Company, was held in this city on the 13th inst. Over \$800,000 worth of bonds were represented, and Daniel D. Lord presided. After a brief discussion, the following was agreed upon as the line of action of the bondholders:

"The undersigned, first mortgage bondholders of the Great Western Railroad of 1859, and the Illinois and Southern Iowa Railroad Company, both of the State of Illinois, holders of the number of bonds respectively set opposite their names, being desirous of protecting their interests by seeing that the earnings of these roads are applied according to priority of liens and not devoted to the payment of the floating debt in preference to mortgage liens, hereby appoint Messrs. Brown, Griswold and Baldwin a committee to apply, if necessary, by judicial proceedings, for the appointment of a receiver to carry out the above object."

Mr. Ashley moved that the Committee should not have the power, but should only confer with the directors and report back at a future meeting. This was put a vote and lost, the former action being determined upon, with the proviso that the committee might first consult the directors of the road. The committee was instructed to report at a future meeting, of which the bondholders of the eastern portion of the road will be duly notified.

The production of the Lake Superior Iron Mines in 1874 aggregated 985,488 gross tons, against 1,167,379 tons in 1873, and 952,055 tons in 1872. For the 19 years, beginning with 1856 and ending with 1874, the production was 7,884,280 gross tons, an average of 402,541 tons a year.

Railroads of Massachusetts.

The Board of Railroad Commissioners have submitted to the Legislature their sixth annual report, which avoids the discussion of general topics, and deals concisely with those which are considered necessary. The report says:

The construction of new roads has suffered a check owing to the depression in business interests, and during 1874 only 41 miles, of which 11.5 miles were narrow gauge, were opened, as compared with 130 miles the year previous, and 50 miles the general average for the past forty years. On the Massachusetts Central, Lee and New Haven and Lee and Hudson roads construction has entirely stopped. The total length of railroads in the State is 2,418.46 miles of main line and branches, with 657 miles of siding and 626 miles of double tracks, equivalent in all to 8,701 miles of single track. Returns have been received from 60 corporations, three of which operate narrow gauge roads. The average cost of roads has been \$56,883.62 per mile, with an additional cost for equipment of \$7,701. The entire system is represented by \$165,624,136.72 of securities, of which \$117,066,798.07 is stock and \$48,557,338.65 is debt. The increase of debt during the year has been upward of \$11,000,000, of which \$9,000,000 was included in the returns of the eight Boston roads.

The total earnings for the year amount to \$34,632,483.54, a falling off of eight-tenths of one per cent from those of the previous year, the falling off was in the earnings from freights, which decreased \$1,155,900, while those from passengers increased \$527,381. Of the decrease in freight receipts \$937,584 took place on the Boston and Albany. The Boston and Lowell, Boston and Maine, Boston and Providence and Old Colony also lost, while the Eastern gained \$374,504, and the Boston, Hartford and Erie also made a small gain. The gain from passengers was chiefly on the Eastern road, which shows an increase from this source of \$380,000. Of the entire gross earnings 49 per cent were received from passengers and 46 per cent from freight, being almost exactly a reverse of the proportions of the previous year. The passenger earnings show a continued growth, year by year, out of proportion to the freight, having this year increased 3 1-10 per cent, while the freight earnings have diminished 6 8-10 per cent. The average sum earned on each mile of road operated was \$14,897.

The cost of operation has amounted to \$9,947.90 on each mile of road operated. It has consumed 69 per cent of the gross earnings, leaving a margin of only 31 per cent as profit on the business.

The total net income reported is \$10,703,301.70, or 6.4 per cent on the permanent investment—that is upon the value of the property as it stands upon the books of the corporations distinct from stock and indebtedness, which may represent fictions or temporary values.

Of the sixty corporations making returns, twenty-nine paid dividends, varying from 1 to 10 per cent, and averaging on the entire stock of all the dividend paying roads, 9 per cent. As interest, \$2,791,572 was paid.

The average cost of running a train one mile has been \$1.156 on the passenger service, and \$1.144 on the freight service. The average rate on all trains has been \$1.182 per mile, or 8 cents less than last year. The average number of passengers to each train during the last year was 69, and the average number of tons of freight was 58. The passenger trains, including locomotives and baggage cars, averaged 124 tons of dead weight, and the freight trains 209 tons. Consequently the returns would seem to indicate that the railroad corporations of the State haul 1.69 tons of rolling stock for each passenger they carry, and 3.17 tons for each ton of freight.

The total mileage of passenger trains run during the last railroad year was 9,887,001 trains run one mile, or an increase of 674,744 miles over the previous year, being an increase of 7 per cent in

service, which apparently resulted in 3 1-10 per cent of increased earnings. As regards freight, 9,298,617 trains were run one mile, a decrease of 385,795, or 4.3 per cent from the previous year, representing a corresponding decrease of 6.8 per cent in the earnings from that source.

The average fare charged per mile on all the roads was 2.55 cents per mile, ranging from 7.4 mills per mile for season ticket passengers for long distances, to 10 cents per mile for single ticket passengers for very short distances. As respects freights, no average can be named which would not be very deceptive, without excluding the cost of terminal handling.

As regards equipment, it appears that 384 miles out of 3044, or about 29 per cent of the entire main lines of the corporations are laid in steel—an increase of 253 miles over the amount reported last year.

A very encouraging increase is reported in the number of telegraph stations—they have gone up from 325 at the close of the previous railroad year, to 449 at the close of the last, an increase of about 38 per cent.

The increase in rolling stock during the past year has not been so decided as during the previous years. The number of locomotives is 61 more than were reported in the last returns, an increase of nearly 7 per cent. The passenger cars increased from 1243 to 1294, or 4 per cent, to meet an increase of 3 per cent in the number of passengers carried one mile.

There has been no apparent increase in the number of freight cars, but this is probably owing to the deceptive character of the returns from certain of the corporations. There is reason to suppose that the actual increase has been in the neighborhood of 3.3 per cent, or about 550 cars.

The increased use of the train brake is most noticeable. At the close of the last year it had been applied to 313 locomotives and to 997 passenger cars, out of a total of 1294.

The number of stations returned is 1074—an increase of 72 over the number reported for the previous year, being a station to every 2 1/4 miles of road operated.

The number of grade crossings, notwithstanding every effort to oppose them, has a tendency to ward a steady increase, being 2660 for the present year as compared with 2436 for the previous one—an increase of 224, or 9 per cent in a single year; 256 of these, or 20 per cent, are protected by gates or flagmen.

There are 43 grade crossings of one railroad by another, an increase of three over the number heretofore reported, and in only 11 instances are roads which intersect carried over or under each other.

HORSE RAILROADS.

Returns were received from 30 street railway corporations, the Lynn City having been added to the number making full reports. The aggregate capital stock of the street railway corporations was increased during the year \$26,775, amounting on September 30 to \$5,538,125, and their total indebtedness at the same time was \$2,573,745.91 (an increase of \$428,649.31 over the previous year), representing altogether an aggregate of \$8,111,870.91 in stock and debt. Two corporations made dividends of 10 per cent, two 9 per cent, one 8.5 per cent, one 6.81 per cent, two 6 per cent, one 4 per cent, one 3 per cent, and twenty made no dividends.

The average rate of dividend on the whole capital stock of the corporations was 6.11 per cent, while their net earnings represented a return of 6 per cent on their entire stock and indebtedness. The aggregate length of track returned, inclusive of branches and sidings, was 210,359 miles, or an average of 7.01 miles to each corporation. The average cost per mile was \$18,908.58 on account of permanent way, \$13,793.18 on account of equipment, representing a total cost of \$32,701.76 per mile of road operated. During the year an aggregate of 1,294,416 round trips were made amounting to a total mileage of 7,988,360 miles,

and 50,058,979 persons were carried, being 7,578.485 more than were carried, by the steam roads during the same time, and an increase of 6,501.343 over the number carried during the previous year. The amount received for the carriage of each person was 5.78 cents, and the cost for the carriage of each person was 4.85 cents, leaving an average profit to the company of .93 cent on each passenger.

From Herapath's Railway Journal.

Atlantic and Great Western Railway.
The following are lengthy extracts from a letter, dated New York, January 4th, 1875, to Mr. J. C. Conybeare, the chairman of the Committee of 1st bondholders, addressed to that gentleman by the Receiver (Mr. W. Devereux), which Mr. Conybeare has requested us to publish:—

1. The lease of May, 1874, is not at this time recognized by the Erie Company, and it is difficult to explain the action of that Company in the matter. The lease was ratified by the boards and stockholders of the Atlantic and Erie Company respectively, and following such action, I was requested by the executive of the Erie to operate the Atlantic road under the lease, until arrangements could be made for its more immediate control and management. The lease required payment by the Erie of the value of all supplies; and, as also required by the statute law of Ohio, the Erie was bound in entering upon the properties to make deposit of adequate security for the faithful performance of the stipulations of the lease. This security was designated by Board resolution as one million of the second mortgage bonds of the Erie Company. Whilst still recognizing the lease, the Erie failed to comply with the conditions as stated; and the situation continued unchanged throughout the summer, the understanding being that with the perfecting of financial arrangements in London, the lease and law would be fully complied with by the Erie Company. Throughout the Atlantic Company has held that the lease was operative, legal, and binding upon the Erie Company, and which position had not been formally dissented from by the latter, although three months ago, for the first time, there were raised serious points of difference between us by the Erie management as to the status of the lease. And about that time also the Attorney General of New York was moving to put the Erie into the hands of a Receiver, on the ground that the Directors were violating the law in making an unauthorized lease of the Atlantic and Great Western R. R. However incredible such a proceeding might seem, and the attack being inspired from whatever motives, or originating from whatever source, it must be confessed that nothing seemed left the Erie executive but to await the consummation of this very serious matter, pressing it to the speediest possible conclusion, whilst necessarily, from the peculiar circumstances, deferring final action upon the lease. Meanwhile, the Atlantic, failing at all points in financial strength, and strangled by the large sums taken from its current earnings to pay bonded interest, passed into the receiver's hands itself.

2. The leased lines rental trust bonds of 1872 do not, nor cannot, take priority of the 1st mortgage bonds of the Atlantic and Great Western R. R.

3. The coupons of these first leased lines rental trust bonds of 1872 should be paid regularly, in part at least, and perhaps fully, depending upon circumstances, with the exception now explained. The first leased lines are composed of the Cleveland and Mahoning, Niles and New Lisbon, and Liberty and Vienna R. Roads, each with a specific rental due from the Atlantic Company. But the Ohio first mortgage bonds under a decree of Court are made a first lien upon 1/3 of the lease of the Cleveland and Mahoning railroad to the Atlantic Company. And I assume that you are fully cognizant of the peculiar nature and position of the 1st Ohio mortgage. Hence in the appointment of a receiver for the Atlantic the Court authorized that officer to borrow money to pay the rental of the Cleveland and Mahoning due for

the six months ending with the 31st ult., but omitting the Niles and New Lisbon and Liberty and Vienna rentals for the same period. The Atlantic is competent to earn its rentals, but at this moment is straightened by reason of the diversion of its earnings, heretofore spoken of, and it requires a little time to fully meet its first leased lines rentals. And whilst as receiver I had borrowed the money to pay that portion of the rentals ordered by the Court, to wit, the Cleveland and Mahoning, and on Saturday (day before yesterday) offered the payment, it was refused by order of Sir John Swinburne, one of the trustees now in New York, on the ground that he must have all the rent or none at all.

4. The value of the coupons of the 1st mortgage bonds of the Atlantic and Great Western R. R. must depend upon the action of their holders in the plan of reorganization.

5. The charges which take precedence of the two "above mentioned securities" are first the amounts due for current labor and supplies since August 9th, 1874, the balance due connecting roads and freight lines subsequent to same date; and, secondly, the principal and interest of the 1st Ohio mortgage bonds which mature during 1876. This would be the same if the Erie lease was operative in respect of the Ohio mortgage. The Erie lease was a just one, but the situation is such now that I need give no further time to its explanation, whilst I am gratified at the opportunity of thus advising with you as a representative of the bondholders of the Atlantic Company. I venture to suggest that a committee of bondholders sufficiently strong to control, and with full power to decide upon the details of a new organization, come here as early as convenient to satisfy themselves of the real worth and circumstances affecting the property, and to avoid the mistakes of the past in its reconstruction. If too much time be lost in this work, under the operation of the approaching maturity of the 1st Ohio mortgage bonds, you may hazard everything that might be saved.

Central Vermont Railroad.

The Boston Journal understands that an arrangement is proposed, and in fact in progress, for reorganizing and funding the different securities of the Vermont Central, Vermont and Canada, and Rutland Railroads. The proposition is to issue \$11,000,000 of bonds. Of these \$3,000,000 at 6 per cent. to be apportioned to the Vermont and Canada stock, \$4,000,000 at 7 per cent. for exchange of the Equipment bonds of the Vermont Central and Vermont and Canada, \$3,000,000 of the Rutland bonds and floating debt, and \$1,000,000 to be reserved for Vermont Central floating debt and other contingencies of the consolidated roads, \$1,000,000 of 8 per cent. guaranteed stock to be issued to the holders of Central Vermont stock who have recently contributed that amount to the new corporation. The Vermont Central first mortgage bonds and Rutland preferred stock to be consolidated into a 6 per cent. preferred stock of \$5,000,000, the Vermont Central second mortgage and Rutland common stock into \$3,000,000 of common stock; each in the proportion of 12-23 to the Vermont Central and 10-23 to the Rutland securities. The interest required will be for the \$11,000,000 bonds \$740,000; for the guaranteed stock \$80,000; for the Missisquoi bonded interest \$85,000; total \$855,000. The gross earnings of the combined roads are now about \$3,500,000: allowing 70 per cent. for expenses gives a net income of \$1,050,000, which is nearly enough to pay the interest on the bonds, guaranteed stock, and \$300,000 for the 6 per cent. preferred stock. The Journal adds:

We are glad to see that the managers of these

properties are making an attempt to rescue them from the imminent danger in which they now stand. That there is value in them there is no doubt. The business over the roads has increased from 6 to 8 per cent. per annum on the average. With good management, on this ratio, a few years will put the whole property into paying condition.

Michigan Central Equipment Bonds.

Application has been made to the Committee on Stock List to have the Michigan Central Railroad Equipment Bonds placed on the list of the New York Stock Exchange. The communication reads as follows:

COMMITTEE ON STOCK LIST,
NEW YORK STOCK EXCHANGE,
NEW YORK, Jan. 30, 1875.

Official statement of the Michigan Central Railroad Company. I hereby make application to have \$800,000 of the Equipment Bonds of this company, Nos. 1 to 800, inclusive, each for \$1,000, dated Oct. 1, 1874, payable April 1, 1883, interest, eight per cent., coupons April 1 and Oct. 1, placed on the list of the Stock Exchange, and in addition to other matter accompanying this, give the following condensed balance sheet of Nov. 30, 1874:

DR.	
Construction account	\$27,210,167 07
Cash on hand and loaned on call	342,421 36
Land account	192,204 98
Sundry accounts, stocks, securities &c	731,654 19
Assets in Detroit, including materials on hand	861,135 64
Branch roads	4,583,979 49
Total	\$33,921,562 73
CR.	
Capital stock	\$18,738,204 00
Bonded debt, main line	10,735,000 00
Bonded debt, air line	1,900,000 00
Unpaid coupons and dividends	58,428 80
J. L. and S. equipment bonds	72,066 00
Bills payable	472,409 53
Income account, balance	1,945,455 40
Total	\$33,921,562 73

Trustees.—H. H. Hunnewell, Nathaniel Thayer. *Officers.*—President, James F. Joy; Vice President, H. H. Hunnewell; Treasurer, Isaac Livermore; Vice Treasurer and Clerk, Joshua Crane; General Superintendent, William B. Strong; Auditor, William Boott.

Directors.—James F. Joy, Detroit, Mich.; J. W. Brooks, Boston; Nathaniel Thayer, Boston; H. H. Hunnewell, Boston; George F. Talman, New York; Moses Taylor, New York; Sidney O. Bartlett, Boston; John Jacob Astor, New York; Erastus Corning, Albany.

Principal Eastern office, Boston, Mass.

Yours truly ISAAC LIVERMORE, Treasurer.

The committee recommend that these bonds be placed on the regular list and called Michigan Central Equipment Bonds.

JOHN T. DENNY, Chairman.

[F] The Massachusetts Railroad commissioners state that there has been an unusually small number of petitions or complaints preferred against railroad corporations before the Board during the year. The only one of general interest has related to the unnecessary use of the steam whistle in Boston, and the practice has been abandoned or modified on the roads against which complaint was directed.

[F] The directors of the Pittsfield and North Adams Railroad company, elected on the 10th inst., are: Chester W. Chapin, M. W. Tucker, W. S. Bullard, F. H. Bradlee and Edward Jackson. The road is operated by the Boston and Albany Railroad Company.

\$2,000,000

FUNDED DEBT LOAN

OF THE

EASTERN RAILROAD CO.

OF MASS.

Issued in engraved amounts of \$1,000 each, coupon or registered.

Payable in Ten Years from Nov. 1, 1874.

at the Agency of the Company in New York City, with interest payments each May and November at the rate of

SEVEN PER CENT.

Holders of Coupons in New England may receive payment in Boston by giving notice to the Company five days before maturity.

The SINKING FUND provides

That the amount of one per cent. of this issue for the first year, increasing by one-half of one per cent. each succeeding year, being an average annual amount of

\$60,000,

will be redeemable at par prior to maturity, by an annual public drawing in Boston, notice by publication being given of the numbers so designated for payment.

Application will be made to have this issue placed on the Regular List of the New York Stock Exchange.

This road is now in the highest state of efficiency, with largely increased earnings over last year.

It is one of the oldest roads in New England, and has paid to its shareholders over two hundred per cent. since it was finished.

The corporation has given no mortgage upon its road, and by the laws of the Commonwealth all its issues have the same lien on the entire property, there being no priority whatever.

The statute also expressly provides that in case mortgages are created hereafter, all existing issues shall be equally protected by a First Lien on the entire property, both real and personal, franchise, equipment, &c.

The EASTERN RAILROAD COMPANY, for the funding of its entire floating debt, have authorized MESSRS. RICHARDSON, HILL & CO. of BOSTON, to offer the above described loan for sale to the highest bidders, with the reservation of a minimum price of ninety per cent. and accrued interest, below which price no offers will be accepted. Bids will be received under seal at the office of either of the undersigned, until Monday, the 1st of March, at noon, at which time they will be publicly opened.

Bids to be endorsed "Proposals for Eastern Railroad Loan."

The awards will first be made to the highest bidders, and in case of applications exceeding the amount offered, the remainder after such first sales will be distributed pro rata to the next highest and equal bids.

Bids will be received, and full information, with forms of proposal, furnished by

RICHARDSON, HILL & CO., Boston.

WINSLOW, LANIER & CO., New York.

MORTON, BLISS & CO., New York.

Boston, Feb. 17, 1875.

By authority of the Board of Directors,

JOHN WOOLDREDGE, President.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.				
Albany and Susq. [*] 100	13,280,000	J. & J.	Jan. '75 31	Long Island	50	M. & S.	May '73 10	Vermont and Mass.	100	\$2,800,000	A. & O.	Oct. '74 2			
Allegheny Valley	50	2,26,350	& -	Louisv., Cin. and Lex. [*]	50	J. & J.	July '69 3	Warren (N. J.)	100	1,800,000	J. & D.	Dec. '74 3			
Atlanta and West Point	100	1,23,200	J. & J.	" pref. 100	848,700	J. & J.	Jan. '74 4	Warwick Valley	100	225,000	A. & O.	Apr. '72 24			
Atlanta and Gulf	100	3,69,200	& -	Louisville & Nashville	100	F. & A.	Feb. '74 4	West Jersey	100	1,559,750	F. & A.	Feb. '74 4			
" " guar.	100	78,478	M. & N.	Nov. '73 31	Lowell and Lawrence	100	J. & D.	Dec. '70 3	Winchester & Potomac	100	180,000	J. & J.	Jan. '75 3		
Atlantic and St. Law. [*]	100	39,494,000	M. & S.	Sept. '74 2	Lykens Valley	20	A. O.	Oct. '74	Winchester & Strasburg	100	500,000	J. & J.	Jan. '75 3		
" " new	1870,100	1,500,000	& -	Macon and Western	100	F.M.A.N	Feb. '75 24	Worcester and Nashua	75	1,789,800	J. & J.	Jan. '75 15			
Avon, Genesee & Mt. M. [*]	100	184,250	A. & O.	Jan. '75 ..	Maine Central	100	2,500,000	J. & J.	HORSE-POWER R. R.						
Baltimore and Ohio	100	13,151,962	M. & N.	Nov. '74 5	Manchester and Law.	100	3,400,000	Nov. '74 5	Albany City	100	110,300	- & -	----- 24		
Washington Br.	100	1,659,090	A. & O.	Oct. '74 5	Marist & Cincinnati	50	1,923,483	J. & J.	Baltimore City	25	80,000	- & -	Feb. '75 6		
Parkersburg Br. pref.	50	5,089,685	& -	" 1st pref. 50	848,700	J. & J.	July '69 3	Bleeker st. & F. Fy. (N.Y)	100	900,000	- & -	-----			
Berkshire [*]	100	600,000	J. A. J. & O.	Jan. '75 12	" 2d pref. 50	8,130,719	M. & S.	Sep. '66 3	Boston and Chelsea	100	110,000	A. & O.	Oct. '74 4		
Bossburg & Corning [*]	50	250,000	J. & D.	Dec. '72 22	4,460,388	M. & S.	Sep. '66 3	Broadway (Brooklyn)	100	290,000	J. A. J. O.	Apr. '73 3			
Boston and Albany	100	19,864,100	M. & N.	Nov. '74 5	F. & A.	Feb. '75 3	Brooklyn	100	2,100,000	J. & J.	Jan. '70				
Bos., Clin. & Fitchb. pref.	100	633,200	& -	Memphis & Charleston	50	5,812,725	J. & D.	Brooklyn City	100	1,500,000	F.M.A.N	Feb. '75 3			
Agricultural Br. guar.	100	60,000	J. & D.	Dec. '74 3	Michigan Central	100	18,733,204	J. & J.	Brooklyn City & Newt.	100	488,100	- & -	-----		
Bost., Conn. & Mont. [*] pref.	100	800,000	M. & N.	Nov. '74 3	Mill Creek & Minebl.	50	323,375	J. & J.	Bushwick (Brooklyn)	100	302,000	J. & J.	July '71 3		
Boston and Lowell	500	3,200,020	J. & J.	Jan. '75 3	Milwaukee and St. Paul	100	15,399,261	J. & J.	Cambridge	100	727,800	A. & O.	Oct. '74 4		
Boston and Maine	100	6,921,274	M. & N.	Nov. '74 4	12,274,483	F. & A.	Aug. '74 3	Cen. Park. N. & E. Riv.	100	1,068,400	A. & O.	Oct. '67 2			
Boston and Providence	100	4,000,000	M. & N.	Nov. '74 4	5,856,450	J. & J.	Jan. '75 4	Citizens' (Phil.)	50	500,000	J. & J.	Jan. '75 9			
Buffalo, N. Y. and Erie [*]	100	950,000	F. & A.	Aug. '74 3	Morris and Essex	50	14,008,100	J. & J.	Citizens' (Plog.)	50	200,000	M. & N.	Nov. '71 7		
Burlington and Mo. Riv.	100	2,636,000	M. & S.	Sept. '74 5	Nashua and Lowell	100	800,000	M. & N.	Coney Island & Brook.	100	500,000	- & -	-----		
Camden and Amboy [*]	100	5,817,800	J. A. J. O.	Jan. '75 2	Naugatuck	100	1,881,900	F. & A.	Dock, E. B'dw. & Bat.	100	1,200,000	F.M.A.N	Feb. '74 2		
Camden and Atlantic [*]	50	451,701	& -	2,200,000	M. & S.	Sept. '74 5	Newark and N. York [*]	100	97,400	J. & J.	Eighth Avenue (N.Y.)	100	1,000,000	J. A. J. O.	Oct. '71 3
" " pref.	50	763,549	& -	1,900,000	M. & N.	Oct. '74 7	N. Bedford	100	1,678,500	M. & N.	Elizabeth and Newark	100	200,000	- & -	----- 3
Cape Cod	60	1,020,330	J. & J.	Jan. '75 22	N. Castle & Beaver Val.	50	1,800,000	J. A. J. O.	42nd St. & G. St. Ferry	100	748,000	J. & J.	July '74 3		
Cape May and Millville [*]	50	447,000	J. & D.	Dec. '75 3	N. Haven & Northamp.	100	605,000	J. A. J. O.	Frank f. & Southw. (Ph.)	50	491,760	J. & J.	Jan. '75 5		
Catasauqua & Fogelav.	50	425,900	J. & D.	Novemb. '75 1	New Jersey [*]	100	7,295,200	J. A. J. O.	Germantown (Ph.)	50	1,00,000	J. & J.	Jan. '75 3		
Catawissa [*]	50	1,159,500	& -	1,418,800	J. A. J. O.	Jan. '75 2	New London Northern [*]	100	89,428,330	J. A. J. O.	Girard College (Ph.)	50	500,000	J. & J.	July '71 3
Cayuga and Susq. [*]	50	569,110	J. & J.	Jan. '75 4	N. Y. Con. & Hudson R.	100	8,500,000	J. & J.	Grand St. and Newton	100	170,000	J. & J.	Oct. '71 2		
Cedar Rapids & Mo. R. [*]	100	6,550,400	F.M.A.N	Feb. '75 1	New York and Harlem	100	1,500,000	J. & J.	Green & Coates St. (Ph.)	50	500,000	J. & J.	Jan. '75 4		
" " pref.	100	763,600	F. & A.	Feb. '75 3	N. Y., N. H. & Hartf. [*]	100	15,560,000	J. & J.	Heston, Mantua & Fairm.	100	2,050,000	J. & J.	Jan. '75 1		
Central of Georgia	100	4,666,800	J. & J.	July '75 3	N. Y. Prov. & coston	100	2,500,000	J. & J.	Lomb. & South Sta. (Ph.)	25	105,000	A. & O.	Oct. '71 6		
Central of New Jersey	100	20,000,000	J. A. J. O.	Jan. '75 24	Niag. Bridge & Canand	100	1,000,000	J. & J.	Lynn and Boston	100	200,000	- & -	-----		
Central Ohio [*]	50	2,425,000	J. & D.	Dec. '74 3	North Carolina [*]	100	4,000,000	J. & J.	Malden and Melrose	100	200,000	- & -	-----		
" " pref.	50	400,000	J. & D.	Dec. '74 3	N. Eastern (N.C.) pref.	100	111,000	M. & N.	Metropolitan (Boston)	50	1,500,000	J. & J.	Jan. '75 3		
Central Pacific	100	54,275,500	J. A. J. O.	Aug. '74 5	North Pennsylvani	100	4,373,500	M. & N.	Middlesex (Boston)	100	400,000	M. & N.	Nov. '74 3		
Chemung [*]	100	380,000	J. A. J. O.	Jan. '75 14	Northern Central	100	5,842,000	M. & N.	Ninth Avenue (N.Y.)	100	197,320	- & -	-----		
Cheshire, preferred	100	2,100,000	J. & J.	Dec. '72 3	N. rhern N. Hampsh.	100	3,068,400	J. & D.	Orange and Newark	100	282,655	- & -	-----		
Chicago and Alton	100	8,929,900	M. & H.	Mar. '75 5	Northern New Jersey [*]	100	1,000,000	J. & J.	Philadelphia City	50	750,000	J. & J.	Jan. '75 5		
" " pref.	100	2,425,400	M. & S.	Mar. '75 5	Norwich & Worcester [*]	100	2,804,400	J. & J.	Philadelphia and Darby	20	200,000	J. & J.	July '71 2		
Chicago, Burl. & Quincy [*]	100	19,837,000	M. & S.	Sept. '74 5	Odenb. & L. Champl.	100	3,077,000	J. & J.	Phila. at Grey's Ferry	50	284,775	J. & J.	Jan. '75 2		
Chicago, Iowa & Nebras [*]	100	3,916,230	J. & J.	Jan. '75 4	Ohio and Mississippi	100	2,000,000	A. & O.	Pbg. Alleg. & Manchester	50	200,000	M. & N.	Nov. '69 8		
Chicago & N. Western [*]	100	14,936,060	J. & J.	July '75 3	2,100,000	J. A. J. O.	Second Avenue (N.Y.)	100	888,100	J. A. J. O.	Oct. '73 2				
" " pref.	100	21,454,113	J. & J.	Oct. '74 4	2,126,250	J. A. J. O.	Second & Third St. (Ph.)	100	982,100	J. & J.	Jan. '75 6				
Chicago, R. I. & Pacific [*]	100	19,000,000	A. & O.	Dec. '74 7	4,030,000	J. A. J. O.	17th & 19th streets (Ph.)	50	500,000	J. & J.	July '74 2				
Cin. Ham. & Dayton	100	3,500,000	A. & O.	Apr. '74 3	Oil Cr. & Allegheny	50	4,259,450	J. A. J. O.	Sixth Avenue (N.Y.)	100	750,000	M. & N.	May '71 5		
Cin. Sand. and Clev.	50	2,930,550	& -	Old Colony & Newport	100	6,637,320	J. & J.	Third Avenue (N.Y.)	100	1,170,000	F.M.A.N	May '73 3			
" " prof.	50	429,046	M. & N.	Apr. '72 10	Oswego and Syracuse	100	482,400	F. & A.	13th & 15th street (Ph.)	50	1,00,000	J. & J.	Jan. '75 2		
Clev. Col. Cin. & Ind.	100	14,991,275	F. & A.	Feb. '75 4	Pacific and Missouri	100	3,635,750	J. A. J. O.	Somerville (Boston)	100	75,000	A. & N.	Jan. '75 3		
Cleveland & Mahoning [*]	50	2,057,669	M. & N.	May '74 3	Panama	100	7,000,000	J. A. J. O.	South Boston	100	400,000	J. A. J. O.	Jan. '75 2		
Cleveland & Pittsburgh [*]	50	11,236,150	F.M.A.N	Feb. '75 1	Paterson and Newark	100	600,000	J. & J.	Union (Boston)	100	200,000	J. & J.	Jan. '75 5		
Col. Chic. & Ind. Cen. [*]	100	13,000,000	J. & J.	Dec. '74 14	Paterno and Ramapo	100	243,000	J. & J.	Union (Phila.)	50	400,000	J. & J.	Jan. '75 8		
Columbus and Xenia [*]	5	1,786,800	M.J.S.D.	Dec. '74 2	Pember & Highstown [*]	50	324,150	J. & J.	West Philadelphia	50	400,000	J. & J.	Jan. '75 10		
Colum. & Hocking Val.	100	2,000,000	F. & A.	Feb. '75 8	Pennsylvania	100	68,144,475	M. & N.	-----						
Concord	60	1,600,000	M. & N.	Nov. '74 5	Peoria & Bureau Val. [*]	100	1,200,000	F. & A.	-----						
Concord and Forts.	100	3,036,000	J. & J.	Jan. '75 34	Philadelphia and Erie [*]	50	6,004,300	J. & J.	-----						
Conn. & Passan. p. biv. 1-0	100	2,100,000	F. & A.	Feb. '75 3	2,100,000	J. & J.	July '74 4	Philadelphia	100	1,633,360	F. & A.	Feb. '75 4			
Connecticut River	100	2,109,000	J. & J.	Jan. '75 5	2,126,250	M.J.S.D.	Dec. '74 3	Delaware and Hudson	100	15,000,000	F. & A.	Feb. '75 6			
Cumberland Valley	100	4,942,250	A. & O.	Oct. '74 4	Philadelphia & Reading	100	32,684,375	J. A. J. O.	Delaware and Raritan [*]	100	5,847,400	J. A. J. O.	Jan. '75 24		
Danbury and New Haven	100	600,000	J. & J.	Dec. '74 14	2,151,800	J. A. J. O.	Jan. '75 24	Erie of Pennsylvania	100	64,000	- & -	-----			
Delaware [*]	50	1,230,941	J. & J.	Jan. '75 3	2,159,100	J. A. J. O.	Jan. '75 24	Lehigh Coal & Navigat.	50	9,390,350	J.S.D.M.	Nov. '74 2			
Del., Lackaw. & Weston	100	23,500,000	J. A. J. O.	Jan. '75 24	2,161,250	J. A. J. O.	Jan. '75 14	Monongahela Navigat.	50	1,003,500	J. & J.	Jan. '73 3			
Detroit & Milwaukee [*]	5	822,140	& -	2,174,250	J. A. J. O.	Jan. '75 14	Morris (consolidated)	100	1,026,000	F. & A.	Feb. '75 5				
" " prof.	50	2,023,900	J. & J.	Dec. '67 7	2,180,000	J. A. J. O.	Jan. '75 15	" (proffered)	100	1,176,000	F. & A.	Feb. '75 5			
Dubuque & Sioux City [*]	100	5,000,000	A. & O.	Oct. '74 2	2,187,000	J. A. J. O.	Jan. '75 3	Pennsylvania	50	4,337,950	- & -	-----			
" " prof.	100	5,286,910	J. & J.	Oct. '73 34	2,190,000	F. & A.	Feb. '75 34	Schuyl. Nav. (common) [*]	50	1,998,297	F. & A.	Feb. '75 30s			
Erie Railway	100	78,000,000	-----	2,197,000	J. & J.	July '71 2	" (ref.)	50	2,838,977	F. & A.	Feb. '75 60s				
" " pref.	100	100,000	J. & J.	Oct. '73 34	2,200,000	J. & J.	-----	Squ. and Tide Water	50	2,002,746	- &				

The Coal Trade.

The Philadelphia *Ledger* reports the entire anthracite tonnage for the week ending on the 6th inst., at 122,371, against 187,939 in corresponding week last year, and 1,317,137 for the new year against 1,456,680 to same date in 1874. The bituminous tonnage for the week is 38,011 tons, and for the year 167,709 tons, against 173,659 tons to corresponding date last year. The total of both kinds of coal for the week is 160,382 tons, and for the year 1,484,846 tons, against 1,630,339 tons to same time in 1874, being a decrease of 145,493 tons. The quantity of coal and coke transported over the Pennsylvania Railroad for two weeks was 19,225 tons, and for the year 231,819 tons. Of this aggregate 186,056 tons were coal and 45,673 tons coke. This table embraces all the coal carried over the road, both anthracite and bituminous, east and west. At Port Richmond for the week ending the 13th instant there were no receipts of coal and the shipments but 1500 tons, leaving 95,500 tons on hand.

At Memphis, Tennessee, on the 11th inst. R. M. Joiner & Co. filed a petition in the second circuit court to compel the city to pay past due coupons held by plaintiffs. On the same day, in the first circuit court at Memphis, a mandamus was applied for in the case of Thomas Branch & Co. vs. the City of Memphis and sinking fund commissioners, to compel that city to pay petitioners out of the sinking fund \$8,500, in liquidation of past due coupons held by complainants. Several days ago Branch & Co. filed an injunction to restrain the sinking fund commissioners from purchasing Memphis City bonds not yet due

We learn by the memorial of the Chicago and Northwestern Railroad Company, presented to the Legislature of Wisconsin, that the interest payable in 1873 on the mortgages appertaining to the 565 miles of road which the company operate within the limits of that State was \$1,350,135, and that the net income from that part of the road for the year was only \$1,026,945, or a deficiency of \$323,190. This shows the inequitable working of the Potter law in that State.

A bill has been introduced into the Wisconsin Assembly, requiring the Wisconsin Central Railway Company to relay, maintain and operate road between Appleton and Menasha, and to authorize its lease or sale to the Milwaukee, Lake shore and Western Railroad.

The Central Pacific Railroad Company as commenced the survey of a railroad from Corne to the coal region about Evanston, Wyoming Territory. The road will be pushed to completion as speedily as possible.

The name of the Quincy, Beardstown and Northeast Railroad has been changed to "Chicago, Quincy and Western." The northeastern objective point was fixed at Chicago. The office of the company is at Beardstown, Ills.

The Toledo and Louisville Railroad will soon be finished to Bushville from the south, and Anderson from the north. Spiceland, Greensboro and Cadiz are on this route.

Work has been commenced on a railroad which is to connect old Granby (Mo.) with Granby and the Atlantic and Pacific Railroad.

The stockholders of the Kinkora, Columbus and Springfield Railroad, at their annual meeting, held in Columbus, Burlington Co., N. J., last week, elected the old Board of Directors and officers.

Fourteen thousand dollars capital stock has been subscribed to the West Broad Street (Columbus O.) Railway enterprise.

The Oakland Street Railroad company of Dayton, Ohio, has been incorporated with a capital stock of \$15,000.

For Railroad Purposes.

STEEL STAMPS, LETTERS AND FIGURES,
of every description, and for all purposes. Made by

RICHARD H. ROGERS,

Die Sinker and Letter Cutter,

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RAILROAD PURPOSES

Established 25 years. Orders and inquiries by mail promptly answered.

TWO MILLION FIVE HUNDRED THOUSAND DOLLARS

Will be distributed in 20,000 Cash Gifts at the Fifth and Last Gift Concert in aid of the

PUBLIC LIBRARY OF KY. FEBRUARY 27, 1875.

POSITIVELY NO POSTPONEMENT.

A DRAWING ON 27TH, OR

MONEY REFUNDED. POSITIVELY LAST CHANCE.

POSITIVELY LAST CONCERT.

Whole Tickets, \$50; Halves, \$25; Tenth, \$5.
Apply to THOS. E. BRAMLETTE, Agent, Louisville, Ky., or THOS. H. HAYS & CO., 609 Broadway, New York.

PUBLIC LIBRARY OF KENTUCKY.

Death of Gov. Bramlette—Action of the Trustees—A Successor appointed—No More Postponements—Drawing Certain February 27th.

At a meeting of the Trustees of the Public Library of Kentucky, Jan. 16, 1875, it was resolved that C. M. Briggs, Esq., who under the late Hon. Thos. E. Bramlette was the real business manager of the gift concerts already given in aid of the Public Library of Kentucky, be and he is hereby authorized to take the place made vacant by the death of said Bramlette, in the management of the affairs of the fifth and last gift concert, and that the drawing announced for February 27, 1875, shall positively and unequivocally take place on that day without any further postponement or delay on any account whatever.

R. T. DURRETT, Pres.
JOHN S. CAIN, Secretary.

Hereafter all communications relating to the 5th Concert should be addressed to the undersigned, and I pledge myself that the drawing shall come off February 27th or that every dollar paid for tickets shall be returned.

C. M. BRIGGS, Agent and Manager
Room 4, Public Library Building, Louisville, Ky., or THOS. H. HAYS & CO., 609 Broadway, N.Y.

A Foreign Financial Plan

AMERICANIZED.

Ten Dollar Bonds.

POPULAR LOAN.

The Great Southern Railway Co. (CONSOLIDATED)

UNDER CONSTRUCTION IN

GEORGIA & FLORIDA, OFFER FOR SALE ITS First Mortgage Land Grant and Premium Bonds.

Payment Secured by First Lien on 500 Miles of Railway, Equipment, Franchises, Steamers, and

6,400,000 Acres

of selected Yellow Pine, Cedar, Live Oak, Cotton, Sugar, and other valuable Agricultural Lands. Also a Sinking Fund from Earnings of the Road.

Bonds Redeemed, with Premium, Six times in each year, beginning January, 1875.

Every Bond, when Redeemed, must receive a Premium from \$1.00 to \$50,000, besides the Original cost of the Bond.

The Company will receive the Bonds at par in payment for Land and for transportation of passengers and freight over its line.

The Great Southern Railway Company is incorporated by the Legislatures of Georgia and Florida. It is designed to connect the Railway system of the United States with Cuba and the other West India Islands, Southern Mexico, and Central America, the Panama Railway and South America. It is a direct, immediate, and the only possible railway line, stretching four hundred miles South of any other railroad, between the temperate zone and the tropics of America, between 50,000,000 people in the United States and Canada, and 40,000,000 in the West Indies, Central and South America.

It will reduce the water transportation between the Railroad system of the United States and Cuba to a run of only Five Hours by Steamship, and to Southern Mexico, Central America and South America it will shorten the line Sixteen Hundred Miles over the route now generally traversed.

In Political and Military point of view, the importance of this line to the United States can hardly be overestimated.

In the transportation of U. S. Mails, Express and Fast Freights, Military Stores and Supplies, Sea Island Cotton, Tropical Fruits, Market Gardening, &c., it will do a larger business for the length of its line than any railway in the United States.

It will be a Commercial and Political bond of peace and amity between the people of North and South America.

HON. THOMAS W. OSBORN, President.

JAMES W. JOHNSON, Treasurer.

WM. F. WHEELER, Secretary.

Orders for Bonds, and for Circulars, Maps, etc., apply to

EMIL HAAS & CO., FINANCIAL AGENTS,
71 Broadway, New York.

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.		Amounts outstanding.	Interest.
	outstanding.	Rate.	Payable.	outstanding.	Rate.
			WHEN PAYABLE.		
National Securities, Feb. 1, 1875.					
Loan of June 14, 1858..... registered	\$260,000	5 Jan. & July.	1874	Maine—(\$7,138,400):	
Loan of February 8, 1861..... registered	13,783,000	6 Jan. & July.	1880	Civil Loan Bonds, 1856-'61.....	222,000
..... coupon	4,632,000	6 " "	1880	War and Bounty Bonds, 1863 and '64.....	3,832,500
Oregon War Bonds of March 2, 1861..... coupon	945,000	6 Jan. & July.	1881	Municipal Equalization.....	3,983,900
Loan of July 17, and Aug. 5, 1861..... registered	125,859,900	6 Jan. & July.	1881	Maryland—(\$10,741,215):	
Loan of Feb. 25, 1862 (5-20s)..... registered	63,481,450	6 " "	1881	Bonds to R. R. and Canals.....	5,709,639
..... coupon	8,358,050	6 May & Nov.	1882	Bonds to R. R. and Canals.....	823,222
Loan of March 3, 1863..... registered	53,644,900	6 Jan. & July.	1881	Bonds to Balt. & Susq. R. R.....	269,000
..... coupon	21,355,100	6 " "	1881	Defense and Bounty Bonds.....	3,072,083
Loan of March 3, 1864 (5-20s)..... registered	946,600	6 May & Nov.	1884	State Loans, 1870 and 1872.....	799,056
Loan of June 30, 1864 (5-20s)..... registered	25,074,350	6 " "	1884	Massachusetts—(\$28,477,804):	
..... coupon	52,711,850	6 May & Nov.	1884	State (public works) scrip.....	750,000
Loan of March 3, 1865 (5-20s)..... registered	33,771,000	6 " "	1884	Union Fund Loan, 1861.....	2,758,000
..... coupon	11,782,750	6 May & Nov.	1884	Union Fund Loan, 1862.....	600,000
2d series (5-20s)..... registered	57,553,850	6 Jan. & July.	1885	Coast Defense Loan, 1863.....	888,000
..... coupon	45,104,250	6 " "	1885	Bounty Loan Bonds, 1863 and 1864.....	8,578,244
3d series (5-20s)..... registered	88,280,450	6 Jan. & July.	1885	War Loan (currency).....	999,944
..... coupon	22,342,300	6 " "	1885	Railroad and Tunnel Bonds.....	10,305,532
4th series (5-20s)..... registered	14,039,000	6 Jan. & July.	1887	Newfitch and Worcester R. R. Bonds.....	400,000
..... coupon	23,404,500	6 Jan. & July.	1888	B. & Erie R. R. Bonds.....	3,599,024
Loan of March 3, 1864, (10-40s)..... registered	141,278,750	5 Mar. & Sept.	1904	Minnesota—(\$25,000):	
..... (10-40s)..... coupon	53,288,550	5 " "	1904	State Buildings Loan 1867 and 1869.....	250,000
Consols of July 14, '70 & Jan. 20, '71..... registered	197,661,550	5 F. M. A. & N.	1881	Missouri—(\$18,747,000):	
..... coupon	169,536,350	5 " "	1881	State Bonds, proper, 1865-'68.....	439,000
Consols .....	..... registered	4 F. M. A. & N.	1886	State (funding) Bonds, 1867-'68.....	2,727,000
..... coupon	.....	4 " "	1886	Railroad Loan Bonds, 1854-'66.....	12,801,000
Consols .....	..... registered	4 F. M. A. & N.	1901	Railroad Bonds, guaranteed 1856-'66.....	1,589,000
..... coupon	.....	4 " "	1901	State Institutions Loans.....	1,301,000
Debt matured and without interest..... (var.)	11,313,286	4 " "	1901	New Hampshire—(\$3,914,165):	
Navy Pension Fund of July 23, 1868..... (cur.)	14,000,000	3 " "	1864	War Loan Bonds of 1861.....	614,000
Certificates of Indebtedness 1870..... (cur.)	978,000	3 " "	1864	War Loan Bonds of 1864.....	600,000
Pacific R. R. Bonds..... (currency)	44,623,512	4 " "	1875	War Loan Bonds of 1866.....	494,500
United States Notes	382,072,147	6 Jan. & July.	1906	New Jersey—(\$2,696,300):	
Fractional Currency.....	45,037,075	6 " "	1906	War Loan Bonds, 1861-'64, tax free.....	2,690,000
State Securities, latest dates.				New York—(\$36,530,400):	
Alabama—(\$11,268,856):				State Stock of 1827 and 1832.....	561,500
..... Bonds (old and extended), 1866 and '72.....	3,230,800	5 May & Nov.	'86-'92	State (Deficiency) Stock of 1838.....	900,000
..... Bonds (new), '68-'72 and '73.....	2,477,700	8 Jan. & July.	'86-'93	State (Deficiency) Stock of 1838.....	348,107
State Bonds for Railroads.....	2,300,200	8 " "	'90-'91	State (Deficiency) Stock of 1838.....	1,189,781
Railroad endorsements.....	16,386,000	8 " "	'90-'91	Canal Stock.....	1,106,420
Arkansas—(\$3,985,0.0):				Canal Stock.....	111,200
..... Funded Bonds, (\$4,400,000) 1869 and '70.....	2,850,000	6 Jan. & July.	'99-'00	Bounty Loan registered.....	10,356,260
Levee Bonds, 1871.....	2,200,000	7 " "	1891	Bounty Loan coupon.....	18,361,000
Deficiency Bonds, 1872.....	300,000	7 " "	1892	North Carolina—(\$29,547,045):	
Railroad Aid Bonds 1869 to '73.....	5,350,000	7 April & Oct.	'99-'00	Old or Anti-War Debt.....	4,738,800
California—(\$3,796,500):				Old or Anti-War Debt.....	4,639,400
..... Civil Bonds 1867 and '68.....	1,689,000	7 Jun. & July.	'77-'80	Bonds issued since the war.....	3,009,045
Relief Fund Bonds, 1863.....	110,000	7 " "	'83-'86	Bonds issued since the war.....	1,558,000
State Capitol Bonds, 1871 and '7.....	500,000	7 " "	'91-'92	Bonds issued for funding.....	2,417,400
Funded Debt of 1873.....	1,497,500	6 " "	1893	Bonds issued for funding.....	1,721,400
Connecticut—(\$6,995,900):				Special Tax Bonds.....	11,407,000
..... War Loan, (10-30 yrs) of July 1, 1861.....	532,800	6 Jan. & July.	1881	Ohio—(\$8,211,062):	
..... War Loan, (20 yrs) of Jan. 1863 and '64.....	2,232,500	6 " "	1881	Loans of 1860, sinking fund.....	147,180
..... War Loan, (10-30 yrs) of Oct. 1, 1864.....	589,500	4 April & Oct.	1894	Loans of 1850, sinking fund.....	1,585,900
..... War Loan, (20 yrs) tax free, of Oct. 1, '64.....	1,741,100	6 " "	1885	Loans of 1860, sinking fund.....	4,074,817
Delaware—(\$1,231,000):				Loans of 1860, sinking fund.....	2,400,000
..... State War Debt.....	879,000	6 Jan. & July.	1885	North Carolina—(\$29,547,045):	
Railroad Aid (J. and Breakwater) R. R.	362,000	6 " "	1885	Old or Anti-War Debt.....	4,738,800
District of Columbia—(\$4,790,000):				Old or Anti-War Debt.....	4,639,400
..... Improvement (gold) bonds.....	4,000,000	6 Jan. & July.	1902	Bonds issued since the war.....	3,009,045
..... Improvement (cur.) bonds.....	790,000	7 " "	1902	Bonds issued since the war.....	1,558,000
Florida—(\$6,645,763):				Bonds issued for funding.....	2,417,400
..... Bonds of 1871, and 1873.....	957,000	7 Jan. & July.	1890	Special Tax Bonds.....	1,721,400
Railroad Loan (gold) of 1870.....	4,000,000	8 " "	1890	Ohio—(\$8,211,062):	
Consolidated (gold) Bonds of 1873.....	1,000,000	6 " "	1903	Loans of 1860, sinking fund.....	147,180
Georgia—(\$14,871,084):				Loans of 1850, sinking fund.....	1,585,900
..... Bonds for Western & Atlantic R. R.	784,700	6 May & Nov.	1874	Loans of 1860, sinking fund.....	4,074,817
..... Bonds for Western & Atlantic R. R.	172,500	7 " "	1874	Loans of 1860, sinking fund.....	2,400,000
..... Bonds for Atlantic and Gulf R. R.	800,000	6 Feb. & Aug.	'78-'86	Oregon—(\$290,477):	
..... Bonds of March 12, 1866.....	3,900,000	7 Jan. & July.	1886	Bounty and Relief Bonds.....	90,477
..... Bonds (gold) of Sept. 1870.....	2,098,000	7 April & Oct.	1890	Willamette Canal Bonds.....	200,000
..... Bonds of Feb. 19, 1873.....	1,200,000	8 " "	'75-'86	Pennsylvania—(\$24,999,785):	
Railroad endorsements.....	7,923,000	var.	var.	Inclined Plane Loan, of 1849.....	400,000
Illinois—(\$2,060,160):				Loan of April 1852, reg. and coup.	483,000
..... New Internal Improvement Bonds, 1847.....	962,445	6 Jan. & July.	1878	Loan of May 1852, reg. and coup.	2,637,500
Refunded Stock Bonds, 1859.....	320,000	6 " "	1878	Loan of April 1853, coupon.....	238,000
War Loan Bonds, 1861.....	367,000	6 " "	1880	Loan of April 1861, registered.....	35,000
Chicago Relief Bonds, 1871.....	250,000	6 " "	1881	Loan of Feb. 1867, reg. and coup.	907,200
Indiana—(\$4,598,815):				Loan of Feb. 1867, reg. and coup.	18,798,950
..... War Loan Bonds, of 1863.....	138,000	6 May & Nov.	1866	Chambersburg certificates, registered.....	83,032
Temporary Loan Bonds, 1873.....	710,000	7 Jan. & July.	'75-'76	Loans of April 1872.....	500,000
Iowa—(\$543,056):				Loans of April 1872.....	6 April & Oct.
..... War and Defense Fund Bonds, 1861.....	300,000	7 Jan. & July.	.....	Loans of 1850, sinking fund.....	1870
Kansas—(\$1,336,675):				Loans of 1850, sinking fund.....	1,585,900
..... State Bonds (various) 1863 to 1864.....	101,175	6 Jan. & July.	'83-'84	Loans of April 1852, reg. and coup.	1875
..... State Bonds (various) 1861 to 1869.....	1,235,500	7 " "	'76-'89	Loans of April 1852, reg. and coup.	1881
Louisiana—(\$22,308,800):				Loans of April 1853, coupon.....	1,200,000
..... State Bonds, to R. R. Companies.....	2,436,000	6 Various.	'70-'06	Loans of April 1853, coupon.....	7
Relief (Treasury) Bonds 1853.....	5,750,000	6 May & Nov.	'86-'07	Jan. & July.	1870
Levee Bonds 1865.....	1,000,000	8 Various.	1886	Jan. & July.	1882
Levee Bonds, 1867.....	4,000,000	6 May & Nov.	1907	Feb. & Aug.	1877
L'ast due coupons 1865.....	978,800	6 Jan. & July.	'86-'97	Jan. & July.	1882
Levee Bonds, 1870.....	2,960,000	8 Mar. & Sept.	1875	Jan. & July.	1883
Funded Floating Debt 1870.....	2,950,000	6 May & Nov.	1910	Mar. & Sept.	1883
State Penitentiary Bonds, 1869.....	600,000	7 Mar. & Sept.	1899	April & Oct.	1883
Bonds for Railroad stocks (var.).....	2,436,000	6 Various.	'67-'11	May & Nov.	1883
Bonds for Railroads (var.).....	5,202,000	8 Various.	'99-'10	June & Dec.	1876
Miss. & Mex. Gulf Ship Cana Bonds.....	480,000	7.3 Mar. & Sept.	1889	June & Dec.	1876
Michigan—(\$1,022,134):				July & Aug.	1876
..... Sault Ste Marie Canal Bonds.....	61,000	6 Jan. & July.	1879	July & Aug.	1876
Renewal Loan Bonds, 1858.....	105,000	6 " "	1878	Aug. & Sept.	1876
Two Million Loan, 1863.....	1,032,000	6 " "	'73-'83	Aug. & Sept.	1876
War Bounty Bonds, 1865.....	366,000	7 May & Nov.	1890	Aug. & Sept.	1876
Michigan—(\$1,022,134):				Sept. & Oct.	1876
..... War Loans of 1864, '68 and '69.....	225,500	6 June & Dec.	'74-'78	Sept. & Oct.	1876
Virginia—(\$45,718,112):				Oct. & Nov.	1876
..... Funded under act of 1871.....	20,278,730	6 Jan. & July.	long.	Oct. & Nov.	1876
..... Funded under act of 1872.....	1,754,747	6 " "	"	Oct. & Nov.	1876
Sterling Bonds.....	2,727,562	5 " "	"	Oct. & Nov.	1876
Deferred (W. Va.) certificates.....	15,339,370	6 " "	"	Oct. & Nov.	1876

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price
			When.	Where.						When.	Where.		
Adirondack :													
1st Mortgage.....	949,000	7	Jan. & July.	New York.	1886	....	Blue Ridge, (S. Car.) :	\$	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga :							Boston and Albany :						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....	Albany loans (A.t.b. & W. Stkge.)	103,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage	2,673,000	8	" "	"	1889	....	Dollar Bonds (Western R. R.)	665,000	6	April & Oct.	"	1875	96
Receiver's Bonds for \$1,200,000.	450,000	7	" "	"	....	Currency bonds of Feb. 1, 1872.	4,780,000	7	Feb. and Aug.	"	1892	107	
Alabama and Georgia :							Boston, Clinton and Fitchburg :						
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85
Alabama Central:							1st Mortgage (Equalization)	248,000	7	" "	"	1889	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)	168,000	7	" "	"	1890	91
Albany and Susquehanna :							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	93
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	1C7	Boston, Concord and Montreal :						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	103	Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	106	1st Mortgage (224 m.) convertible	238,700	6	" "	N. Y. & Boston.	1875	....
Albany Loan	933,000	6	" "	"	1895	....	Consol. Mortgage for \$2,000,000.	966,400	7	Apr. and Oct.	Boston.	1893	103
Alexandria and Fredericksburg:							Boston, Hartford and Erie :						
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1892	....	1st Mortgage (old)	600,000	7	Mar. and Sept.	Boston.	1884	....
Allegheny Valley :							1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	23
General Mortgage	3,889,000	7.3	Jan. & July.	New York.	1896	91	1st Mortgage, guar. by Erie	5,300,000	7	" "	"	1900	....
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.	....	Mass. L (ass'd by \$4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
American Central:							Boston and Lowell :						
1st Mort., guar. by C. B. & Q.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	854	Bonds.....	200,000	6	Apr. and Oct.	Boston.	1879	....
Androscoggin :							Bonds of 1872 for \$1,000,000.....	999,500	7	" "	"	1892	106
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)	2,834,500	7	Jan. and July.	Boston.	1893	106
Arkansas Central (narrow gauge):							Boston and Providence :						
1st Mortgage (\$12,000 p. m.)....	620,000	8*	Jan. & July.	Lond. or Ams.	1891	....	Bonds to purchase P. W. & B. Rd.	500,000	7	Jan. and July.	Boston.	1893	....
2d Mortgage for \$1,200,000.....	700,000	7*	April & Oct.	New York.	1893	....	Brunswick and Albany :						
Ashabula, Youngstown & Pitts.:							1st Mort. (gold) by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7*	" "	"	1893	....
Atchison and Nebraska:							Buffalo, Bradford and Pittsburg :						
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	General Mortgage	580,000	7	Jan. & July.	New York.	1898	....
Atchison, Topeka and Santa Fe:							Buffalo, Corry and Pittsburg :						
1st Mortgage (gold).....	7,042,500	7*	Jan. & July.	New York.	1899	697	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Land Grant Mortgage (gold).....	3,521,000	7*	April & Oct.	Boston.	1900	72	Buffalo and Erie :						
1st Mort. (Wichita Branch) guar.	412,000	7	Jan. & July.	"	1902	....	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Consolidated Mortgage (gold).....	976,000	7*	April & Oct.	N. Y. or Bost.	1903	354	Mort. bonds (")	300,000	7	March & Sept.	"	1886	....
Atlanta and Richmond Air Line:							Mort. bonds (")	3,000,000	7	Apr. and Oct.	"	1898	100
1st Mortgage (guar. by Georgia).....	4,240,000	8	Jan. & July.	New York.	1900	64	Buffalo, New York and Erie :						
Atlantic and Great Western:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	86
1st Mortgage (gold).....	14,414,980	7*	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York & Phila. :						
2d Mortgage (gold).....	8,707,200	7*	March & Sept.	"	1902	....	1st Mortgage.....	2,296,000	6	Jan. & July.	New York.	1896	....
3d Mortgage (gold) Income.....	25,790,214	7*	May & Nov.	"	1902	....	2d Mortgage for \$1,000,000.....	251,500	10	" "	"	1893	....
Atlantic and Gulf:							Burlington, Cedar Rapids & Minn. :						
Consolidated (285 m. free U. S. tax	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage, stg., skg. fund	5,410,000	7*	May & Nov.	N. Y. & Lond.	1919	46
Sectional (S.A. & G. R. R.) bonds	310,000	7	" "	"	....	1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	"	1902	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	"	1888	....	Burlington and Missouri River :						
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	"	1889	....	Land and R. R. Mortgage.....	4,898,350	7	April & Oct.	N. Y. & Bost.	1893	102
Atlanta and Lake Erie:							Stock Bonds pref. 2d lien.....	581,000	7	Jan. & July.	Boston.	1875	103
1st Mort. (gold) for \$5,000,000.....	....	7*	Jan. & July.	New York.	1901	....	Stock Bonds pref. 3d lien.....	441,000	8	" "	"	1878	....
Atlantic, Miss. and Ohio (423 m.):							Stock (common) Bonds.....	340,000	8	April & Oct.	N. Y. & Bost.	1879	106
1st Mortgage for \$15,000,000.....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	333,000	8	Jan. & July.	"	1894	108
2d Mort. to State (no int. till '80):	4,000,000	....	" "	"	....	Stock (common) Bonds.....	417,000	8	" "	"	1889	....
Atlantic and Pacific :							Burlington and Mo. Riv. in Neb. :						
Land Mortgage gold bonds.....	2,826,500	6*	Jan. & July.	New York.	1888	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	100
2d Mortgage for \$3,000,000 (gold)	1,958,000	6*	May & Nov.	"	1891	....	Bonds convertible until 1892	600,000	8	" "	Boston.	1883	...
1st Mort. (S. Pac. R. R.) assumed	7,189,000	6*	Jan. & July.	"	1888	....	1st Mortgage (\$20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1896	....
1st Mort. (Central Div.) gold... .	1,189,500	6*	May & Nov.	"	1891	....	Cairo and Fulton (Arkansas) :						
Equipment Bonds.....	674,000	10	June & Dec.	Savannah.	1883	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7	Jan. & July.	New York.	1891	....
Atlanta and St. Lawrence :							Cairo and St. Louis (3 ft. gauge)	2,250,000	7	April & Oct.	New York.	1901	....
Sterling bonds(not Mort.) of 1853.	484,000	6*	May & Nov.	London	1878	....	1st Mortgage.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	100
2d Mortgage (sterling) of 1864.....	1,499,966	6*	April & Oct.	"	1884	....	Stock Bonds pref. 2d lien.....	600,000	8	" "	"	1883	...
3d Mortgage (sterling) of 1871.....	713,000	6*	May & Nov.	Portland.	1891	....	Stock Bonds pref. 3d lien.....	441,000	8	" "	"	1878	....
Portland City Bonds, 1st M. & f.	787,000	6	" "	1883	....	Stock (common) Bonds.....	340,000	8	April & Oct.	N. Y. & Bost.	1879	106	
Augusta and Savannah:							Stock (common) Bonds.....	333,000	8	Jan. & July.	"	1894	108
1st Mortgage.....	129,500	7	....	Savannah.	....		Burlington and Mo. Riv. in Neb. :						
Avon, Genesee & Mt. Morris (Erie):							1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	100
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1883	....	Bonds convertible until 1892	600,000	8	" "	"	1883	...
Bald Eagle Valley :							1st Mortgage (20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1896	....
1st Mortgage.....	360,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mort., gold.....	8,000,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	100,000	7	" "	"	1884	....	2d Mortgage (end. by Cen. Pac.)	1,300,000	6	June & Dec.	"	1883	....
Baltimore and Ohio:							Camden and Amboy :						
Loan of 1855-'75.....	857,250	6	Jan. & July.	Baltimore.	1875	101	Loans of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	101
Loan of 1850-'80.....	575,500	6	" "	"	1880	102	Loans of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	96
Loan of 1853-'35.....	1,710,500	6	April & Oct.	"	1885	102	Loans of 1889.....	866,000	6	June & Dec.	Princeton.	1889	94
Loan of 1855-'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	London.	1890	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	103
Loan of 1870-'95 (etc.) skg fund.	3,620,320	6*	March & Sept.	Baltimore.	1895	....	Sterling Loan, S. F. (Ex: 62,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1872-'92 (etc.) S. F.	9,498,016	6*	" "	Baltimore.	1885	100	Camden and Atlantic :						
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	"	1902	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	106
Baltimore and Potomac:							2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	104
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Camden and Burlington County :						
1st Mort. (R. R.) gold guar....	3,000,000	6*	April & Oct.	"	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	90
Bangor and Piscataquis:							Canada Southern :						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....	1st Mort. (skg fd) g'd for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	52
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....	Cape Girardeau and State Line :						
Bay City and East Saginaw:							1st Mortgage (gold)	1,000,000	7	Jan. & July.	Cape Girardeau.	1891	....
1st Mort. guar. by F. & P. M. R. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort. (gold)	1,000,000	7	Jan. & July.	Cape Girardeau.	1891	....
Bedford and Bridgeport:							2d Mort. guar. by W. Jersey R						

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate	Interest Payable.			Due.	Price	Description of Bonds.	Amount.	Rate	Interest Payable.			Due.	Price
			When.	Where.	Price						When.	Where.	Price		
Cedar Rapids & Mo. Riv. (C&NW):	\$							Chicago and Milwaukee Railway:	\$						
1st Mortgage, 1st Div. \$10,000 p.m.	700,000	7 Feb. & Aug.	New York.	1891	....			1st Mort., guar. by C. and N.W.	1,642,000	7 Jan. & July.	New York.	1898	25		
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7 " "	" "	1894	....			Chicago and Mich. Lake Shore:	500,000	8 March & Sept.	New York.	1889	...		
1st Mortgage 3d Div. \$16,000 p.m.	2,400,000	7 May & Nov.	"	1916	87½			1st Mortgage.....	2,500,000	8 Jan. & July.	Boston.	1890	...		
Central Branch Union Pacific:								1st Mortgage.....	1,350,000	8 May & Nov.	"	1891	...		
1st Mort. (Atch. & Pike's Peak).	1,600,000	6* May & Nov.	New York.	1895	....			1st Mortgage (on Bran. h.).....	1,325,000	8 March & Sept.	"	1892	...		
2d Mortgage Govern't subsidy.	1,600,000	6 Jan. & July.	"	1895	....			Chicago, Milwaukee and St. Paul:							
Central of Georgia:								1st Mort. (Mil. and St. Paul R'y)	5,527,000	7 Jan. & July.	New York.	1893	...		
1st Mortgage.....	993,000	7 March & Sept.	New York.	1875	....			2d Mort. (")	1,191,000	7 April & Oct.	"	1884	77		
General Mort. for \$5,000,000.	1,672,000	7 Jan. & July.	N.Y. & Savan.	1893	....			1st Mort. (Chic. and Mil. Div.)	2,500,000	7 Jan. & July.	"	1874	...		
Macon & West. (Atlanta D.) b'ds	150,000	7 April & Oct.	Savannah.	1880	....			1st Mort. (East. Div. Palmer)	781,500	8 May & Nov.	"	1897	77		
Central of Iowa:								1st Mort. (Iowa and Minn. Div.)	3,810,000	7 Jan. & July.	"	1897	77		
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7* Jan. & July.	New York.	1899	....			1st Mort. (Illa. and Iowa Div.)	37,000	7 Jan. & July.	"	1870	...		
2d Mortgage, gold, \$4,000 p.m..	925,000	7* April & Oct.	"	1991	....			1st Mort. (Hast. and Dak. Div.)	1,250,000	7 April & Oct.	"	1902	86		
Central of New Jersey:								Income bonds (Mil. and St. Paul)	20,000	7 March & Sept.	"	1873	...		
Convertible bonds of 1872.....	3,612,700	7 May & Nov.	New York.	1902	106½			Milwaukee City Lean.....	230,500	7 Jan. & July.	"	1891	...		
1st Mort. (New for \$5,000,000)	5,000,000	7 Feb. & Aug.	"	1890	107½			Real Estate Purchase.....	148,500	7 Feb. & Aug.	"	1888	106½		
Newark Branch Bonds.....	600,000	7 Jan. & July.	"	1887	....			Equipment and Bridge Bonds.....	245,000	10 June & Dec.	"	1883	88		
Loan of Leb. C. & Nav. Co. (asv'd)	2,310,000	6 J. A. & O.	Philadelphia.	1897	....			Consol. Mort. for \$35,000,000.....	7	Jan. & July.	"	1904	75		
Consol. Mort. for \$25,000,000.	5,000,000	7 " "	New York.	1899	105			Chicago and Northwestern:							
Central Ohio (B. and O.):								Preferred sinking fund (193 m.)	1,242,700	7 Feb. & Aug.	New York.	1885	101		
1st Mortgage guaranteed.....	2,500,000	6 March & Sept.	Baltimore.	1890	96½			General 1st Mortgage (193 m.)	3,528,000	7 May & Nov.	"	1886	98½		
Central Pacific of California:								Funded coupons (193 m.)	743,300	7 June & Dec.	"	1883	100		
1st Mort., 30 years bonds, (gold).	25,883,000	6* Jan. & July.	New York.	'95-'99	96½			Appleton Ext. (23 m. & 76,000 ac.)	147,000	7 Feb. & Aug.	"	1885	...		
Convertible 20 years bonds, gold	1,433,000	7 " "	"	1883	100			Green Bay Ext. (26m & 76,000 a.)	282,000	7 " "	"	1885	...		
State Aid b'ds (Int. by State) gold	1,500,000	7* " "	Sacramento.	1884	105			1st Mort. (Gal. & Chi. U.)	1,693,000	7 " "	"	1882	104		
2d Mort. (Govern't Subsidy).	27,553,680	6 " "	U.S. Treasury	'95-'99	58			2d Mort. (Mil. & Chi. U.)	284,000	7 May & Nov.	"	1875	102½		
1st Mort. (Western Pacific) gold	2,735,000	6* " "	New York.	1899	87½			Elgin and State Line.....	128,000	6 Jan. & July.	"	1878	...		
1st Mort. (Calif. & Oregon) gold	7,497,020	6* " "	San Francisco.	1890	....			Mississippi River Bridge.....	190,000	7 March & Sept.	"	1884	...		
1st Mort. (S. Fr., Okla. & Ala.).	500,000	8* " "	"	1890	....			1st Mortgage (Peninsula).....	331,000	7 March & Sept.	"	1898	96½		
1st Mort. (San Joaquin V.D.) gold	6,000,000	6* April & Oct.	New York.	1900	86			Consol. skf fund (C. & N.W.R'y)	3,880,000	7 F. M. A. & N.	"	1915	90		
Land bonds (Cen. Pac. Co.) gold	9,163,000	6* " "	"	1890	....			General Consol. Gold Bonds.....	8,995,000	7* June & Dec.	"	1902	81½		
Central Vermont:								1st Mort. S. F. (Madison Exten.)	3,150,000	7* April & Oct.	"	1911	...		
1st Mort., Consol. (Vt. Central).	3,000,000	7 May & Nov.	Boston.	1886	21			2d Mort. S. F. (Menominee Exten.)	2,700,000	7* June & Dec.	"	1911	...		
2d Mort., Consol. (").	1,500,000	7 June & Dec.	"	1891	6			2d Mort. (Mil. & Chi. R.R.) guar.	97,500	7 " "	"	1898	...		
1st Mort. (Stan., Sheff. and Ch.)	503,000	7 Jan. & July.	"	1887	62			1st Mort. (Chi. & Mil. W.) guar.	1,642,000	7 Jan. & July.	"	1898	95		
Income and Extension Bonds..	1,008,600	8 May & Nov.	"	1902	54			1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7 " "	"	1888	...		
Equipment Mort. (Vt. Central).	1,000,000	8 " "	"	1888	58			Chicago, Portage and Superior:							
Equipment Mort. (").	1,000,000	8 " "	"	1889	58			1st Mort., s.f. (Chi. & N. Pac. Atk-L.)	25,000pm	7* June & Dec.	New York.	1902	...		
Bonds, guar. (Vt. and Canada)	500,000	8 Jan. & July.	"	1891	60			Chicago, Omaha and St. Joseph:							
Mississquoi R.R. (")	500,000	8 " "	"	1891	39			1st Mortgage for \$8,000,000.....	....	8 April & Oct.	New York.	1901	...		
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	8 March & Sept.	"	1891	104			1st Mortgage (Chi. & N. Pac. Atk-L.)	....	8 Jan. & July.	Boston.	1903	...		
Charleston and Savannah:								1st Mortgage (Paducah (C. B. & Q.))	2,304,000	7* Jan. & July.	New York.	1901	...		
1st Mortgage guar. by State.....	505,000	6 March & Sept.	Charleston.	1877	....			Chi., Pekin & Southwern (C.B&Q.)	700,000	8 Feb. & Aug.	New York.	1901	...		
Funded Interest on 1st Mort.	157,400	7 " "	"	1889	....			1st Mortgage for \$10,000 per mile	....	7* Jan. & July.	New York.	1902	...		
Charlotte, Columbia & Augusta:								Chicago, Rock Island and Pacific							
1st Mortgage.....	2,000,000	7 Jan. & July.	New York.	1895	....			1st Mortgage skf fund.....	9,000,000	7 Jan. & July.	New York.	1896	107½		
Charterers:								1st Mort. gold, tax free, guar.....	5,000,000	7* May & Nov.	New York.	1889	...		
1st Mort., guar. by Penna.....	500,000	7 April & Oct.	Philadelphia.	1901	....			1st Mortgage gold (Atchison Br.)	1,000,000	7* June & Dec.	"	1901	...		
Chareraw and Darlington:								Chicago, Wisconsin & Canada:							
1st Mortgage dated Jan. 1, 1871.	141,000	8 April & Oct.	Charleston.	1888	....			1st Mort. gold, skf fd for \$410,000	....	7* Jan. & July.	New York.	1902	...		
2d Mortgage dated Jan. 1, 1869.	75,000	7 Jan. & July.	"	1888	....			Chicago and Superior:							
Cherry Valley, Sharon and Alb.:								1st Mortgage (Mad. & Portage)'	600,000	7* April & Oct.	New York.	1900	...		
1st Mort. con. guar. by A. & S. Co.	300,000	7 June & Dec.	New York.	1899	....			1st Mortgage (gold) for \$5,000,000	....	7* Jan. & July.	New York.	1902	...		
Funded Interest, coupon.....	15,000,000	6* May & Nov.	New York.	1899	42½			1st Mort. gold, tax free, guar.....	5,000,000	7* May & Nov.	New York.	1889	...		
1st Mort. Extension (cou. or reg)	2,124,000	7 Jan. & July.	"	1802	....			1st Mortgage gold (Atchison Br.)	1,000,000	7* June & Dec.	"	1901	...		
1st Mort. (Va. Cen.) guar. by Va.	100,000	6 " "	"	1880	....			Chicago, Wisconsin & Canada:							
3d Mort. (") coupon.....	918,000	6 " "	"	1884	....			1st Mort. gold, skf fd for \$410,000	....	7* Jan. & July.	New York.	1902	...		
Income (") coupon.....	300,000	8 " "	"	1876	....			1st Mort. gold, skf fund.....	1,250,000	7 May & Nov.	New York.	1880	...		
Funded Interest, coupon.....	160,557	8 " "	"	1877	....			2d Mortgage of 1865.....	500,000	7 Jan. & July.	"	1885	...		
Cheshire:								2d Mortgage of 1867.....	400,000	8 Feb. & Aug.	"	1877	...		
Coupon bonds (No Mort.)	803,800	6 Jan. & July.	Boston.	'75-'80	93			Cincinnati, Ham. & Ind. (C.H.&D.)	1,846,000	7 Jan. and July.	New York.	1903	...		
Chester Creek (Phil. & Balt. Cent.):	185,000	6 Jan. & July.	Philadelphia.	1903	....			1st Mort., guar. for \$2,500,000.....	1,120,000	7 March & Sept.	New York.	1901	...		
1st Mort., guar. by P. W. & B.:								1st Mort., guar. by L. C. & Lo. I. F.	400,000	7 Feb. & Aug.	New York.	1905	...		
Chester and Tamaroa:								1st Mort., guar. by C. C. & Lo. I. F.	1,800,000	7 June & Dec.	New York.	1921	...		
1st Mortgage.....	660,000	7* May & Nov.	New York.	1901	....			1st Mort., guar. by Cincinnati, Sandusky and Clev.:	2,000,000	7 April & Oct.	New York.	1901	...		
Chicago and Alton:								1st Mort., guar. by Cincinnati, Muskingum Valley:	1,500,000	7 Jan. and July.	New York.	1901	...		
1st Mortgage, pref. sinking fund.	110,000	7 May & Nov.	New York.	1877	....			1st Mort., guar. by Cincinnati, Richmond & Chicago:	1,072,300	7 June & Dec.	New York.	1890	60		
1st Mortgage.....	2,408,000	7 Jan. & July.	"	1893	107			1st Mort., guar. by C. H. & D.	990,000	6 Feb. & Aug.	Boston.	1900	...		
2d Mortgage Income.....	1,100,000	7 April & Oct.	"	1883	....			1st Mort., guar. for \$3,000,000.....	350,000	7 March & Sept.	"	1877	...		
Conol. Bonds (\$200 stg. each):	1,149,950	6* Jan. & July.	London.	1903	....			1st Mort., (Col. Spring, & Cinc.)	1,000,000	7 " "	New York.	1901	...		
1st Mort. (St. L.J. & C.) assumed	564,000	7 April & Oct.	New York.	1894	97			Cincinnati and Springfield:							
2d Mort. (")	188,000	7 Jan. & July.	"	1898	....			1st Mort., (guar. by C. C. & I.)	2,000,000	7 April & Oct.	New York.	1901	...		
1st Mort. (Louisiana and Mo.)	4,500,000	7 Feb. & Aug.	"	1900	90			2d Mortgage.....	411,000	7 " "	"	1902	...		
Chicago, Burlington and Quincy:								Cincinnati, Wahab and Mich.:							
Trust Mortgage skf fund.....	2,592,000	8 Jan. & July.	New York.	1888	113			1st Mortgage for \$16,000 p.m.	2,000,000	7* Jan. and July.	New York.	1901	...		
Trust Mortgage, skf fund conv.	150,000	8 " "	"	1883</											

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Clev., Mt. Vernon and Delaware:	\$						Detroit & Bay City (Mich. Cent.):	\$				
1st Mortgage gold.....	1,300,000	7*	Jan. & July.	New York.	1900	---	1st Mort. (\$424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902
2d Mortgage.....	1,000,000	7	" "	"	1902	---	Detroit, Ecl River and Illinois:					
Clev., Painesville & Ashtabula:							1st Mortgage for \$22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891
Regist'd bds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	100	Detroit, Hillsdale and Indiana:					
3d Mortgage (" ")	1,000,000	7	April & Oct.	"	1892	---	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1880
Cleveland and Toledo:							2d Mortgage, (coupon) "var.	300,000	8	Jan. & July.	"	1881
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	106	Detroit, Lansing and Lake Mich.:					
2d Mortgage (" ")	860,000	7	April & Oct.	"	1886	100	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1886
Colebrookdale:							1st Mortgage (on Branches)....	575,000	8	June & Dec.	"	1887
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	---	2d Mortgage.....	1,359,000	8	Feb. & Aug.	"	1893
Colorado Central (3 ft. gauge):							1st Mort. (Ionia and Lansing)....	770,000	8	Jan. & July.	New York.	1889
1st Mortgage.....	225,000	5*	June & Dec.	Boston.	1890	---	2d Mort. ("")	81,000	8	May & Nov.	"	1880
Columbus, Chicago & Ind. Cent.:							Detroit & Milwaukee(Gt.W. of Ca.):					
1st Mortgage Consol skg fund..	10,333,000	7	April & Oct.	New York.	1908	64	1st Mortgage, (D. & M.R.Y.)....	2,500,000	7	May & Nov.	New York	1875
2d Mortgage skg fund.....	3,747,000	7	Feb. & Aug.	"	1909	25	2d Mortgage ("")	1,000,000	8	"	"	1875
1st Mort. (Chic. and Gt.Eastern)	461,000	7	April & Oct.	"	"		1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875
2d Mort. ("")	344,400	7	Jan. & July.	"	"		2d Funded Coup. ("")	375,734	7	May & Nov.	"	1875
Income conv. ("")	2,554,000	7	Feb. & Aug.	"	1890		1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878
1st Mort. (Clin. and Chl. Air-L.)	194,100	7	" "	"	1890		2d Mort. ("")	100,000	7	Jan. & July.	"	1878
1st M. s.f. ("")	39,650	7	May & Nov.	"	"		3d Mort. ("")	250,000	8	Feb. & Aug.	"	1876
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	"		Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886
2d Mort. ("")	821,000	10	May & Nov.	"	"		Bonds of June 30, 1866.....	170,231	6-7	Jan. & July.	"	1886
1st M. (Col. & Ind.) 1st&2d pref.	63,500	7	1st. & July.	"	"		Detroit, Mon. & Tol. (L.Sh.&M.S.):					
2d Mortgage (Ind. Central)....	666,500	7	" "	"	1882		1st Mortgage Aug. 1, 1859.....	924,000	7	Feb. & Aug.	New York.	1876
1st Mort. (Tol., Logan's & Bur.)	554,500	7	Feb. & Aug.	"	"		Dixon, Peoria and Hannibal:					
Income ("")	74,024	7	" "	"	1884		1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905		Dubuque and Sioux City:					
Columbus, Springfield and Cin.:							1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883
1st M.(assumed by Cinn. S.& C.)	1,000,000	7	March & Sept.	New York.	1901	---	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	---	Dunkirk, Allegheny Val. & Pittsb.:					
1st M. on Branch(& 2d on main)	300,000	7	Jan. & Ju'y.	"	"		1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900
General Mortgage.....	468,100	7	"	1892	---		Dutchess and Columbia:					
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	---	East Alabama and Cincinnati:					
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	-----	1890
New Mortgage for \$1,500,000.....	692,500	7	April & Oct.	Boston.	1893	96	East Brandywine & Waynesboro:					
1st Mortgage sinking fund.....	296,500	6	June & Dec.	"	1876	---	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885
Coupon Notes.....	634,000	7	" "	"	"		East Pennsylvania (P.h. & Rdg.):					
1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	Boston.	1878	96	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888
Connecticut River:							East Tennessee, Virginia & Ga.:					
1st Mortgage skg fund.....	250,000	6	March & Sept.	New York.	1890	---	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900
Connecticut Valley:							2d Mortgage.....	190,000	4	"	"	93
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	---	Endorse Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886
Connecticut Western:							Company Bonds (E.T. & Ga.,old)	635,000	6	Jan. and July.	"	1886
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	---	Company Bonds (" new)	135,400	6	"	"	1876
Connecting (Philadelphia):							Eastern (Mass.):					
1st Mort. ABCD&E\$200,000each	931,000	6	March & Sept.	Philadelphia.	1,234.	91	1st Mort. (Ex-ex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876
Cooperstown and Susq. Valley:							Loan of 1865-'85.....	160,000	6	April & Oct.	"	85
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	---	Loan of 1867-'87.....	890,000	7	March & Sept.	"	1887
Cowanesque Valley:							Loan of 1868-'88.....	1,000,000	6	March & Sept.	"	1888
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	---	Loan of 1869-'89.....	500,000	6	May & Nov.	"	1889
2d Mortgage.....	100,000	7	May & Nov.	"	1882	---	Loan of 1872-'82.....	1,558,000	7	various,	"	1882
Cumberland & Penn. (Consol. Coal):							New Bonds.....	878,900	6	March & Sept.	"	1883
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	---	Steeling Sink. Ed. Bonds.....	1,000,000	7	&	"	1892
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	---	3,000,000	6*	March & Sept.	London.	1893	
Cumberland Valley:							Eastern Shore (Md.):					
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	---	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880
2d Mortgage.....	109,500	8	" "	"	1908	---	2d Mortgage.....	200,000	6	April & Oct.	"	1886
Plain bonds.....	81,800	6	" "	"	1884	---	Elizabethtown and Paducah:					
Danbury and Norwalk.							1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890
Mortgage Bonds of 1850.....	100,000	7	Jan. & July.	New York.	1880	---	Elmira and Williamsport (N. Com.):					
Mortgage Bonds of 1870-'72....	400,000	7	" "	"	"		1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880
Danv., Hazleton & Wilkesbarre:							Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	62
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Erie Railway:					
2d Mortgage.....	308,000	7	" "	"	1885	---	1st Mortgage.....	2,485,000	7	May & Nov.	New York.	1897
Danv., Urb., Bloom'gton & Pekin:							2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	103
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	---	3d Mortgage.....	4,582,000	7	"	"	10
Davenport and St. Paul:							4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	98
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	---	5th Mortgage convertible.....	709,500	7	June and Dec.	"	97
Dayton and Michigan (C.H. & D.):							Buffalo Branch, 1st mortgage.....	182,600	7	Jan. & July.	London.	1875
1st Mortgage sinking fund.....	1,885,000	7	Jan. & July.	New York.	1884	---	Sterling loan (\$1,000,000) conv.	4,580,000	6*	March & Sept.	NY & London.	1920
2d Mortgage, guar.....	441,000	7	March & Sept.	"	1887	---	1st Consol. Mort. for \$30,000,000.	12,076,000	7*	"	"	---
3d Mortgage, guar.....	356,000	7	April & Oct.	"	1888	---	2d Consol. Mort. for \$40,000,000.	15,000,000	7*	June and Dec.	London.	1894
Toledo Depot bonds, guar.....	105,500	7	March & Sept.	"	"	---	Long Dock Co. a. Mortgage.....	3,000,000	7	"	New York.	1893
Dayton and Union:							Convertible bonds.....	10,000,000	7*	April & Oct.	London.	1903
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	---	Erie and Pittsburg (Penn.):					
2d Mortgage.....	135,000	7	June & Dec.	"	"		1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882
Income Bonds.....	252,446	6	" "	"	1879	---	2d Mortgage.....	92,800	7	April & Oct.	"	1890
Dayton and Western (L. M. R.R.):							Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898
1st Mortgage (assumed).....	189,000	7	Jan. & July.	New York.	1895	---	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890
1st Mortgage ("")	463,000	6	" "	"	1895	---	European & N. American (Mo.):					
Decatur, Sullivan and Mattoon:							1st Mortgage Bonds(1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	---	1st Mortgage.....	2,000,000	6*	March & Sept.	"	1899
Delaware (P. W. and Balt.):							1st Mortgage.....	302,000	7	Jan. & July.	New York.	1887
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	---	1st Mortgage.....	636,000	7	May & Nov.	"	1887
1st Mortgage, guar.....	100,000	6	" "	"	1875	---	1st Mort. (Rockville Extension).....	147,000	7	Feb. & Aug.	"	1880
1st Mortgage extension.....	100,000	6	" "	"	1880	---	1st Mortgage.....	775,000	7*	May & Nov.	New York.	1900
Delaware State Loan:							1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882
Delaware, Lackaw. & Western:							1st Mortgage.....	200,000	7	Jan. & July.	"	1882
1st Mort. (Eastern Ext.).....	1,111,000	7	Arr. and Oct.	New York.	1875	103	Fitchburg:					
2d Mortgage.....	1,633,000	7	March & Sept.	"	1881	105	Bonds of 1874 for \$4,000,000....	500,000	7	April & Oct.	Boston.	1894
Convertible Bonds.....	5,000,000	7	June & Dec.	"	1892	109	Flint and Pere Marquette:					
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr									

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Florida:	\$					Huntingdon and Broad Top Mt.:	\$				
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphian	1890
Flushing, North Side and Central:						2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895
1st Mort. (Central of L. I.).....	1,000,000	7	"	"		Huntingdon and Broad Top Mt.:	\$				
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	"	1903	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphian	1890
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	
Sterling Loan.....	1,500,000	6*	"	London.	1887	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895
Fonda, Johnston's & Gloversville:						Illinois Central:					
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	Construction bonds, cur. skg fd.	2,742,000	7	April & Oct.	New York.	1875
Fort Wayne, Jackson & Saginaw:						Construction bonds, coin.....	332,000	6*	"	N. Y. & Lond.	1875
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York.	1889	Redemption bonds, currency.....	2,500,000	6	"	New York.	1890
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	Redemption bonds, sterling.....	2,500,000	6*	"	London.	1875	
Fort Wayne, Muncie & Cin.:						Sterling Bonds, Sinking Fund.....	5,000,000	5*	"	"	1903
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	Illinois Grand Trunk (C.B. & Q.):					
2d Mortgage.....	500,000	8	"	"	1st Mortgage guaranteed.....	960,000	8	April & Oct.	Boston.	1890	
Framingham and Lowell:					1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	
1st Mortgage.....	500,000	7	May & Nov.	Boston.	1891	Indiana and Illinois Central:					
Frederick and Pennsylvania Line:					1st Mortgage gold.....	1,700,000	7*	March & Sept.	New York.	1903	
1st Mortgage gold.....	500,000	6*	April & Oct.	Baltimore.	1901	Indiana North and South:					
Fremont, Elkhorn & Mo. (SC&P):					1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	
1st Mortgage.....	690,000	7	April & Oct.	"	1st Mortgage Extension gold.....	2,030,000	7*	Jan. & Jul.	"	1912	
Galena & Chic. Union (C.&N.W.):					2d Mortgage.....	1,500,000	8	"	"	1890	
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	Indianapolis and Madison:					
2d Mortgage.....	948,000	7	May & Nov.	"	1st Mort. assumed by J.M. & I.	397,000	7	May & Nov.	New York.	1881	
Galva, Harrisburg & San Antonio:					1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	"	1900
Galveston, Houston & Henderson:					International and Gt. Northern:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	1st Mortgage s.g. (Intern. R.R.)	3,040,000	7*	April & Oct.	New York.	1911
Geneva, Ithaca and Athens:					Convertible B'ds(")	1,473,000	8	Feb. & Aug.	"	1892	
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	1st Mortgage (Hous. & Gt. N.R.R.)	4,211,000	7	Jan. & July.	"	1900
Georgia (and Banking):					Convert. B'ds(")	1,677,000	8	Feb. & Aug.	"	1892	
Company bonds (debentures)....	608,000	7	Jan. & July.	Augusta	'74-'90	Indianapolis, Cin. and Lafayette:					
Gilman, Clinton & Springfield:					1st Mortgage (Ind. & Cin.) of 1858	1,600,000	7	April & Oct.	New York.	1888	
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	1st Mortgage (L. C. & L.F.) of 1867	2,792,000	7	Feb. & Aug.	"	1897
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1st Mortgage(") of 1869	2,000,000	7	June & Dec.	"	1899	
Goshen and Deckertown (Erie):					1st Mortgage (Cin. & Indiana)	499,000	7	"	"	1882	
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	2d Mort. guar. (")	1,496,000	7	Jan. & July.	"	17-18?
Grand Rapids and Indiana:					Indianapolis and St. Louis:						
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919
1st Mort. L. G. not guar. gold..	3,224,000	7*	April & Oct.	"	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	
Grand River Valley (Mich. C.):					2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1886	Equipment Mortgage.....	375,000	10	Jan. & July.	"	1881
2d Mortgage, guar. by Lessees..	500,000	8	March & Sept.	"	Ionia and Lansing (D.L. & M.E.):						
Grand Trunk (Oa.):					1st Mortgage traffic gdn. guar.	770,000	8	Jan. & July.	New York.	1890	
Equipment Bonds £500,000....	2,500,000	6*	April & Oct.	London.	1877	2d Mortgage "	81,000	8	May & Nov.	"	1886
Equipm't Bonds No. 2 £500,000	2,500,000	6	Jan. & July.	"	1st Mortgage.....	2,060,000	7	April & Oct.	New York.	1917	
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	1st Mortgage.....	1,350,000	8	April & Oct.	New York.	1900	
1st Preference Bonds £3,218,149	16,080,745	5*	Jan. & July.	"	Ironpton (Penn.):						
2d Preference Bonds £2,327,808	11,639,040	4*	"	"	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	
3d Preference Bonds £7,183,910	35,819,550	4*	"	"	Ithaca and Athens (Penn.):						
Provincial Debentu's £3,111,500	15,557,500	4*	"	"	1st Mortgage gold, skg fund....	600,000	7	Jan. & July.	New York.	1890	
Great Western of Canada:					Jackson, Lansing & Saginaw (Mc):						
Mortgage Bonds £127,000....	635,000	6	Jan. & July.	London.	1876	1st Mortgage gold.....	1,450,000	8	Jan. & July.	New York.	1885
Mortgage Bonds £547,000....	2,735,000	5*	April & Oct.	"	1st Mortgage guar.....	848,000	8	May & Nov.	"	1890	
New Bonds £1,000,000....	5,000,000	6	June & Dec.	"	2d Mortgage guar.....	289,000	8	March & Sept.	"	1878	
Debenture Bonds £1,743,160....	8,715,800	5	Jan. & July.	"	Consolidated Mortgage (236 m.):	18,000pm	8	"	"	1891	
Great Western Railway of 1859:					Jacksonville, South West & S. East:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	1st Mortgage.....	610,000	7	Jan. & July.	New York.	1912
2d Mort., " "	2,500,000	7	May & Nov.	"	Jacksonville, Pensac. and Mobile:						
Green Bay and Minnesota:					1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	Columbia.	'81-'86	2d Mortgage.....	3,000,000	8	"	"	1899
Greenville and Columbia:					Jamest'n & Frank. (L.S. & M. S.):						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	"	1st Mortgage guaranteed.....	468,000	7	Jan. & July.	New York.	1897	
1st Mortgage not guaranteed....	276,766	7	"	"	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	
Greenwich and Johnsonville:					Jefferson (Erie):						
1st Mortgage.....	185,000	7	May & Nov.	New York.	1880	1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887
Gulf, Western Texas and Pacific:					2d Mort. (").....	84,000	7	"	"	1889	
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	2d Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	
Hannibal and Naples (T.W. & W.):					Jeffersonville, Madison & Indian:						
1st Mortgage.....	875,000	7	May & Nov.	New York.	1898	1st Mortgage consol.	2,474,000	7	April & Oct.	New York.	1906
2d Mortgage.....	225,000	7	Jan. & July.	"	2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910	
Hannibal & Cent. Mo. (T.W. & W.):					1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	
1st Mortgage, tax free....	1,000,000	7	May & Nov.	New York.	1890	Jersey City and Albany:					
2d Mortgage.....	250,000	7	"	"	1st Mortgage.....	7*	Jan. & July.	New York.	1913		
Hannibal and St. Joseph:					1st Mortgage (Ridgefield Park).....	300,000	7	May & Nov.	"	1912	
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1880	2d Mortgage (Chicago C. & Alton).....	336,000	8	Jan. & July.	New York.	1882
Fifteen years' bonds (277 m.)....	2,714,000	8	March & Sept.	"	1st Mortgage skf gdn. guar.	336,000	8	Jan. & July.	"	108	
1st Mort. (Q. & Palm. R.R. 15 m.)	800,000	8	Feb. & Aug.	"	Junction, Philadelphia:						
1st Mort. (K. City & Cam. RR 55m.)	1,200,000	10	Jan. & July.	"	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	94	
Harlem Extension:					Junction and Breakwater:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	1st Mort. guar. by Delaware.....	352,000	6	Jan. & July.	New York.	1890
Harrisburg & Lancaster:					Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	1st Mort. assumed by LS&MSO:	840,000	8	Jan. & July.	New York.	1888
Hartford, Providence and Fishkill:					Kalamazoo and Schoolcraft:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	1st Mort. assumed by L.S. & M.S.:	100,000	8	Jan. & July.	New York.	1887
1st Mort. (Conn. 96.04 m.) skg f.d.	1,574,500	7	"	Hartford.	1876	Kalamazoo, & S. Haven (M. Cen.):					
Holly, Wayne & Monroe (F&P):					1st Mortgage guar. by lessees....	640,000	8	May & Nov.	New York.	1889	
1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	2d Mortgage "	70,000	8	"	"	1889	
Holyoke and Westfield:					Kalamazoo & White Pigeon:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	1st Mort. assumed by L.S. & M.S.:	400,000	7	Jan. & July.	New York.	1890
Houstonian:					Kansas City and Cameron:						
1st Mortgage sinking fund....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886
2d Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	Kan. City, St. Jo. & Coun. Bluffs:					
3d Mortgage of 1869.....	100,000	6	April & Oct.	Brpt. & Bost.	1889	1st Mort. (C. B. & St. Jo. 52 m.):	500,000	7	Jan. and July.	N. Y. & Bost.	1880
Equipment Bonds.....	150,000	7	"	Bridgeport.	1883	2d Mort. (").....	150,000	10	"	"	1878
Houston and Texas Central:					1st Mort. (St. Jo. & CB. 78 m.) conv.	1,400,000	10	March & Sept.	"	1892	
1st Mortgage L.G. skg fund, gold....	7,479,000	7*	Jan. & July.	New York.	1891	1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893
1st Mortgage (Western Div.)....	2,500,000	7*	"	"	1st Mort. (") skd. gold....	1,000,000	7*	"	"	1893	
Consolidated Mortgage.....	2,700,000	8	April & Oct.	New York.	1892	Consolidated Mort. (

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Price.
			When.	Where.					When.	Where.	
Kansas Pacific:	\$										
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Louisville, Cincinnati and Lexington:	\$			
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	" "	1896	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York. Perp.
1st M.(3d D. 244.66m. & 3,000,000a)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....	1st Mortgage for Cincinnati Br.	3,000,000	7	" "	" 1897
1st Mort. (1,000,000 acres).....	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....	2d Mortgage for \$1,000,000.	578,000	8	April & Oct.	" " 1900
1st Mort. (2,000,000 acres)gold....	1,751,750	7	Jan. & July.	N. Y., L. & F.	1880	....	Louisville Loan.....	100,000	6	Jan. & July.	" " 1881
2d Mort. (" " gold....	1,500,000	7*	March & Sept.	" "	1896	....	1st Mort. (Louisville & Frankl')	39,000	6	" "	" " '73-'78
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mort. (Louis. Cin. and Lex.)	21,000	8	April & Oct.	" " 1902
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	" " 1881
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....	Louisville and Nashville:				
Kent County (Del.)	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mortgage (main line 185 m.)	326,000	7	Jan. & July.	New York. 1876
Kentucky Central:							1st Mortgage (Memph Br.48.37m.)	96,000	7	May & Nov.	Louisville. 1875
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" '80-'85
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....	1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York. 1901
Kentucky and Great Eastern:							1st Mort. (Memph. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	" " 1902
Bonds for \$2,200,000.....	15,000pm	7*	Feb. & Aug.	New York.	1892	....	Consol.M. for \$8,000,000(392 m.)	6,814,000	7	April & Oct.	" " 1898 90
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	" "	" " '86-'87
1st Mortgage.....	2,300,000	7	April & Oct.	New York.	1904	....	Louisv. Loan (Lebanon Br.)	225,000	6	May & Nov.	" " 1886
Funded Interest.....	258,720	8	" "	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville. 1893
Keokuk and St. Paul (C.B.& Q.):							Louisv., N. Al. & St. Lo. Air-Line :				
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	101	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York. 1892
La Crosse, Trempealeau & Prescott:							Macon and Augusta :				
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York. 1877
Laf., Blooming & Miss. (T.W&W):							1st Mortgage not endorsed.....	100,000	7	" "	" " 1887
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	60	Construct. Mont. end. by Ga.RR.	370,000	7	" "	" " 1879
Laf., Munroe & Bloom. (T.W&W):							Macon and Brunswick :				
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	60	1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York. 1887
Lake Erie and Louisville:							1st Mort. " "	600,000	7	May & Nov.	" " 1903
1st Mortgage....	300,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	" " 1889
2d Mortgage.....	5,000,000	7	Jan. & July.	"	1902	....	Equipment Mortgage.....	150,000	7	" "	" " 1879
Lake Ontario Shore:							Madison and Portage :				
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort. guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York. 1890
Lake Shore & Michigan South'n:							Maine Central:				
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	545,500	7*	April & Oct.	Boston. 1912 ...
Consol. Mort. S.F., Registered.	4,250,000	7	J. A. J. & O.	"	1900	100	\$1,100,000 Loan, tax free.....	756,800	7*	Jan. & July.	" 1898 91
Consol. Mort. S.F., Coupon.....	1,209,000	7	Jan. & July.	"	1900	100	Extension (gold) Loan.....	496,500	6	April & Oct.	" 1900
2d Consol. Mort. for \$25,000,000.							1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost. 1890
Bonds of 1832 (Reg. & Coupon)	5,205,000	7	June & Dec.	"	1903	92	1st Mort. (Ken. & Portl.).....	1,100,000	6	Jan. and July.	Boston. '90-'91
Lake Shore Dividend Bonds....	1,495,000	7	" "	"	1882	....	1st Mortgage (Ken. & Portl.)	217,300	6	April & Oct.	Augusta. 1886
Reg. Mort. (Clev., Pain, & Ash.)	1,000,000	7	Jan. & July.	"	1899	100	Consol. (Port. & Kennebec) Loan	1,166,700	6	" "	Boston. 1895
3d Mort. (" " " ")	1,000,000	7	April & Oct.	"	1892	....	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	" 1876
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	106	1st Mort. (Leeds & Far.ington)	633,000	6	Jan. & July.	" 1901
2d Mort. (" " " ")	2,692,000	7	" "	"	1877	102	Bath (Androscoggin) Loan.....	425,000	6	" "	" 1891
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	106	Mansfield & Framing. (B.C. & F.):				
2d Mort. (" " " ")	860,000	7	April & Oct.	"	1886	100	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston. 1880 88
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati :				
Mort. Bonds (" " " ")	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London. 1891
Mort. Bonds (" " " ")	3,000,000	7	April & Oct.	"	1898	100	1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore. 1891 104
1st Mort. (Detroit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	98	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	" 1896 95
1st M. (Kalamaz & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	" 1890 78
1st M. (School & Three Rivers)	100,000	8	" "	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	" 1908
1st M. (Kalamaz & Schoolerraft)	100,000	8	" "	"	1887	....	300,000	7	May & Nov.	" 1896	
1st M. (Jamestown & Franklin)	468,000	7	" "	"	1858	93	Marietta and Pittsburg :				
2d M. (" " " ")	500,000	7	June & Dec.	"	1894	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York. 1895
Lake Shore & Tuscarawas Valley:							Marquette, Houghton & Ontonagon:				
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Int. ome bnd. (Bay de N. & M.)	150,000	8	Jun. & Dec.	New York. 1875
2d Mortgage.....	696,000	7	" "	"	1892	....	1st Mortgage (Marq. & Ont.)	1,760,000	8	" "	" 1892
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1902	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	" " 1892
Lake Superior & Mississippi:							Consolidated Mortgage.....	1,454,000	8-10	" "	" " '92-'93
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph	1900	43	Massawippi Valley (C. & P. R.):				
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston. 1876 90
Income Bonds.....	3,147,000	10	" "	"	1902	....	1st Mortgage.....	850,000	6	May & Nov.	Boston. 1885
Lawrence (P. Ft. W. & Chi.):							2d Mortgage.....	150,000	6	June & Dec.	" 1889
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	Massillon & Cleve. (C.M.V. & D.):				
Leavenworth, Atch. & N. West'n:							1st Mortgage, guaranteed, gold.....	100,000	7*	Jan. & July.	New York. 1890
1st Mort. guar by Pac. of Mo..	500,000	7	April & Oct.	New York.	1899	....	Mayville and Lexington :				
Leaven, Lawrence & Galveston:							1st Mortgage.....	500,000	7*	Jan. & July.	New York. 1890
1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....	Memphis and Charleston :				
1st Mort. (K. C. & St. L. Fe.) guar.	720,000	10	May & Nov.	Boston.	1890	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York. 1880
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	2d Mortgage.....	1,000,000	7	Jan. & July.	" 1885
Lehigh and Lackawanna:							Tennessee State Loan.....	1,814,142	6	" "	" 1885
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Income Bonds.....	600,000	10	March & Sept.	" " '73-'78
Lehigh Valley:							Memphis and Little Rock :				
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	103	1st Mortgage (Land Grant)	1,300,000	8	May & Nov.	New York. 1890
2d Mortgage for \$6,000,000....	6,000,000	7	March & Sept.	"	1910	108	2d Mortgage.....	1,000,000	8	" "	" 1888
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	London.	1923	....	Michigan Air Line (Mich. Cent.):				
Lewisib. Centre & Spruce C. (P&E):							1st Mort. (E. Div.) assumed.....	200,000	8	May and Nov.	New York. 1890 98
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	Michigan Central:				
Lexington & St. Louis (A&P):							1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston. 1892
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	....	1st Mortgage, sinking fund conv.	2,179,000	8	" "	" 1882 113
Little Miami:							1st Mort. (M. Air L. W.D.) ass'd	8,000,000	7	May & Nov.	New York. 1902 103
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	....	1st Mort. (M. Air L. W.D.) ass'd	1,900,000	8	Jan. & July.	" 1890 103
Street Connection Bonds.....	500,000	6	Jan. & July.	Cincinnati.	1894	....	Michigan Lake Shore :				
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....	1st Mortgage.....	800,000	8	Jan. & July.	New York. 1889
Little Rock and Fort Smith:							Mich. So. and North'n Indiana:				
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	6	1st Mort. assum'd by L.S.&M.S.	5,253,000	7	May & Nov.	New York. 1885 106
Land Grant sinking fund.....	8,780,000	7	April & Oct.	"	1900	5	2d Mort. " "	2,692,000	7	" "	" 1877 102
Little Rock, Pine Bl. & N. Orleans:							1st Mortgage tax free	400,000	7	May & Nov.	New York. 1890
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4	Midland of Canada :				
Little Schuykill (Phila. & R.R.):							1st Mortgage.....	800,000	8	Jan. & July.	New York. 1889
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	102	Midland Pacific:				
Loganport, Crawf. & S'wstn Ind.:				</							

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:	\$						Huntingdon and Broad Top Mt.:	\$					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadel'phi.	1890	107
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	101
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,318,000	7	April & Oct.	"	1895	54
1st Mort. (Central of L. I.).....	1,000,000	7	" "	"	1903	....						
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1887	....	Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	103
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	London.	1887	....	Construction bonds, coin.....	332,000	6*	" "	N. Y. & Lond.	1875	....
Sterling Loan.....	1,500,000	6*					Redemption bonds, currency.....	2,500,000	6	" "	New York.	1890	....
Fonda, Johnsto'n & Gloversville:							Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Sterling Bonds, Sinking Fund.....	5,000,000	5*	" "	"	1903	....
Fort Wayne, Jackson & Saginaw:													
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York.	1889	....	Illinois Grand Trunk (C., B. & Q.):						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	" "	1881	....	1st Mortgage guaranteed.....	960,000	8	April & Oct.	Boston.	1890	104
Fort Wayne, Munce & Clin.:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mort. (Nor.Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
2d Mortgage.....	500,000	8	" "	"	1893	....	Indianapolis, Blooming & West:						
Framingham and Lowell:							1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	46
1st Mortgage.....	500,000	7	May & Nov.	Boston.	1891	90	1st Mortgage Extension gold.....	2,000,000	7*	Jan. & Jul.	" "	1912	....
Frederick and Pennsylvania Line:							2d Mortgage.....	1,500,000	8	" "	" "	1890	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis and Madison:						
Fremont, Elkhorn & Mo. (SC&P):							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
Galena & Chic. Union (C.&N.W.):							2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	104	International and Gt. Northern:						
2d Mortgage.....	948,000	7	May & Nov.	"	1875	102	1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	74
Galv., Harrisburg & San Antonio:							Convertible B'ds ("")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	1st Mortgage (Hous. & Gt. N.R.R.)	4,211,000	7	Jan. & July.	" "	1900	....
Galveston, Houston & Henderson:							Convert.B'ds ("")	1,677,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	....	Indianapolis, Cin. and Lafayette:						
Geneva, Ithaca and Athens:							1st Mortgage (Ind. & Cin.) of 1858	1,600,000	7	April & Oct.	New York.	1888	....
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....	1st Mortgage (I. C. & L.F.) of 1867	2,792,000	7	Feb. & Aug.	" "	1897	....
Georgia (and Banking):							1st Mortgage ("") of 1869	2,000,000	7	June & Dec.	" "	1899	....
Company bonds (debentures)....	608,000	7	Jan. & July.	Augusta.	74-'90	....	1st Mortgage (Cin. & Indiana.)	499,000	7	" "	" "	1882	....
Gilman, Clinton & Springfield:							2d Mort. guar. ("")	1,490,000	7	Jan. & July.	" "	77-87	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....	7	Jan. & July.	New York.	1919	....
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	7	April & Oct.	New York.	1890	....
Grand Rapids & Indiana:							1st Mortgage.....	2,000,000	7	May & Nov.	" "	1886	....
1st Mortgage L. G. guar. gold... .	4,000,000	7*	Jan. & July.	New York.	1899	....	1st Mortgage.....	7	Jan. & July.	New York.	1917	....
1st Mort. L. G. not guar. gold... .	3,224,000	7*	April & Oct.	"	1899	....	1st Mortgage.....	1,000,000	7	April & Oct.	New York.	1900	87
Grand River Valley (Mich. C.):							Equipment Mortgage.....	373,000	10	Jan. & July.	" "	1881	81
1st Mort., assumed by Lessees.. .	1,600,000	8	Jan. & July.	New York.	1888	95	Ionia and Lansing (D.L.&L.M.):						
2d Mortgage, guar. by Lessees.. .	500,000	8	March & Sept.	"	1879	91	1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1890	....
Grand Trunk (Ca.):							2d Mortgage.....	81,000	8	May & Nov.	" "	1886	....
Equipment Bonds £500,000.... .	2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mortgage.....	1,350,000	8	April & Oct.	New York.	1900	87
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.		1st Mort. (\$18,000 p.m.), guar.	100,000	7	May & Nov.	Philadelphia.	1875	....
1st Preference Bonds £3,218,149	10,090,745	5*	Jan. & July.	"	Irred.		1st Mortgage.....	600,000	7*	Jan. & July.	New York.	1890	96
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"		1st Mortgage.....	1,450,000	8	Jan. & July.	New York.	1885	93
3d Preference Bonds £7,183,910	35,819,550	4*	" "	"	"		1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	" "	1890	....
Provincial Debentu's £3,111,500	15,557,500	....					2d Mortgage.....	289,000	8	March & Sept.	" "	1878	....
Great Western of Canada:							Consolidated Mortgage (236 m.):	18,000pm	8	" "	" "	1891	93
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	Jacksonville, SouthWest & S.East:						
Mortgage Bonds £647,000.....	2,735,000	5*	April & Oct.	"	177-'78	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1912	....
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	"		1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Debenture Bonds £1,743,160.....	8,715,800	5	Jan. & July.	"	Perp.		1st Mortgage.....	3,000,000	8	" "	" "	1899	....
Great Western Railway of 1859:							Jamest'n & Frank. (L.S. & M.S.):						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	17	1st Mortgage guaranteed.....	468,000	7	Jan. & July.	New York.	1897	....
2d Mort.	2,500,000	7	May & Nov.	"	1893	53	2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....
Green Bay and Minnesota:							Jefferson (Erie):						
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	90
Greenville and Columbia:							2d Mort. ("")	84,000	7	" "	" "	1889	....
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....	1st Mort. (Carbendale Section).....	2,006,000	7	" "	" "	1891	....
1st Mortgage not guaranteed.... .	376,786	7	" "	"	'81-'86	....	Jeffersonville, Madison & Indian:						
Greenwich and Johnsonville:							1st Mortgage consol.	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....							2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
Gulf, Western Texas and Pacific:							1st Mortgage, guaranteed.... .	397,000	7	May & Nov.	" "	1881	....
1st Mortgage (Construction).... .	185,000	7	May & Nov.	New York.	1889	....	Jersey City and Albany:						
Hannibal and Naples (T.W. & W.):							1st Mortgage.....	7	Jan. & July.	New York.	1913	....
1st Mortgage.....	1,386,000	7*	Jan. & July.	"	1902	....	1st Mortgage (Ridgefield Park).....	300,000	7	May & Nov.	" "	1912	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	....	2d Mortgage (Joliet and Chicago C. & Alton).....	336,000	8	Jan. & July.	New York.	1882	108
2d Mortgage.....	125,000	7	Jan. & July.	"	1890	....	Junction, Philadelphia:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	70	1st Mortgage, guaranteed.... .	500,000	6	Jan. & July.	Philadelphia.	1882	94
2d Mortgage.....	250,000	7	" "	"	1892	....	2d Mortgage not guaranteed.... .	300,000	6	April & Oct.	" "	1900	90
Hannibal and St. Joseph:							Junction and Breakwater:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'77-'78	....	1st Mort. guar. by Delaware.....	352,000	6	Jan. & July.	New York.	1890	....
Missouri State Loan.....	1,500,000	6	" "	"	'87-'88	....	Kalamazoo, Allegan & Gr. Rapids:	840,000	8	Jan. & July.	New York.	1888	95
Fifteen years' bonds (277 m.).... .	2,714,000	8	March & Sept.	"	1885	84	1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....
1st Mort. (Q. & Palm. R.R. 16 m.)	600,000	8	Feb. & Aug.	"	1892	....	Kalamazoo and Schoolcraft:						
1st Mort. (K.City & Cam. RR55m)	1,200,000	10	Jan. & July.	"	1886	....	1st Mort. assumed by L.S. & M.S.	500,000	7	Jan. and July.	N. Y. & Bost.	1880	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	....	2d Mort. ("")	150,000	10	" "	" "	1878	....
Harlem Extension:							1st Mort. (St.Jo. & CB, 78 m.) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	2d Mort. ("")	1,500,000	7	Feb. & Aug.	New York.	1893	....
Harrisburg & Lancaster:							1st Mort. (Mo. Valley 130 m.).... .	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	101	2d Mort. ("")	1,000,000	7*	" "	" "	1893	....
Hartford, Providence and Fishkill:							1st Mort. (Mo. Valley 130 m.).... .	1,000,000	7	Feb. & Aug.	New York.	1893	....
1													

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Price.
			When.	Where.					When.	Where.	
Kansas Pacific:	\$					Louisville, Cincinnati, and Lexington:	\$				
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6* Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky...	74,519	6 Jan. & July.	New York	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6* June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br..	3,000,000	7 "	"	"	1897
1st M.(3d D. 244.66m. & 3,000,000a)	6,432,000	7* May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000...	878,000	8 April & Oct.	"	"	1900
1st Mort. (1,000,000 acres).....	246,000	7 March & Sept.	N. Y. & St. Lo.	71-'76	....	Louisville Loan.....	100,000	6 Jan. & July.	"	"	1881
1st Mort. (2,000,000 acres)gold..	1,751,750	7* Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankl'n)	39,000	6 "	"	"	'73-'78
2d Mort. (" ")gold..	1,500,000	7* March & Sept.	"	1896	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8 April & Oct.	"	"	1902
1st Mort. (Leavenworth Branch)	600,000	7 May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)...	88,500	8 June & Dec.	"	"	1881
2d Mortgage (Gov't Subsidy)...	6,303,000	6 Jan. & July.	U. S. Treas.	1895-'97	....	Louisville and Nashville:					
3d Mortgage (Income).....	4,275,350	7 March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 185 m.)	326,000	7 Jan. & July.	New York	1876	....
Kent County (Del.)	400,000	6 Jan. & July.	Philadelphia	1880	....	1st Mortgage (Mem. Br. 46.37m.)	96,000	7 May & Nov.	Louisville	1875	....
Kentucky Central :						1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7 "	"	"	'80-'85
2d Mort. (Cov'gton & Lexington)	844,000	7 March & Sept.	New York	1883	....	1st Mort. (Memphis and Ohio)	3,500,000	7 June & Dec.	New York	1901	....
3d Mortgage.....	237,000	7 June & Dec.	"	1885	....	1st Mort. (Mem. & Clarksv. Br.)	2,425,000	6* Feb. & Aug.	"	"	1902
Kentucky and Great Eastern :						Consol.M. for \$5,000,000(392 m.)	6,814,000	7 April & Oct.	"	"	1898
Bonds for \$2,200,000.....	15,000pm	7* Feb. & Aug.	New York	1892	....	Louisville Loan.....	849,000	6 "	"	"	'86-'87
Keokuk and Des Moines :						Louisville Loan (Lebanon Br.)	225,000	6 May & Nov.	Louisv.	1886	....
1st Mortgage.....	2,300,000	7 April & Oct.	New York	1904	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6 April & Oct.	Louisville	1893	....
Funded Interest.....	258,720	8 "	"	1884	....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7* Jan. & July.	New York	1892	....
Keokuk and St. Paul (C.B.& Q.):						Macon and Augusta :					
1st Mortgage traffic guar.....	1,000,000	8 April & Oct.	Boston	1879	101	1st Mortgage end by Ga. R. R.	300,000	7 Jan. & July.	New York	1877	....
La Crosse, Trempealeau, Prescott:						1st Mortgage not endorsed.....	100,000	7 "	"	"	1887
1st Mort. assumed by C. & N.W.	1,000,000	10 April & Oct.	New York	1877	....	Construct. Mort. end. by Ga.RR.	370,000	7 "	"	"	1879
Laf., Blooming. & Miss. (T.W&W):						1st Mort. endorsed by Ga.....	1,900,000	7 Jan. & July.	New York	1887	....
1st Mortgage gold guar.....	1,300,000	7* Feb. & Aug.	New York	1891	60	1st Mort. " "	600,000	7 May & Nov.	"	"	1900
Laf., Munice & Bloom. (T.W&W):						2d Mortgage.....	1,100,000	7 April & Oct.	"	"	1889
1st Mortgage gold guar.....	1,500,000	7* Feb. & Aug.	New York	1901	60	Equipment Mortgage.....	150,000	7 "	"	"	1879
Lake Erie and Louisville :						Madison and Portage :					
1st Mortgage ...	300,000	7 April & Oct.	New York	1892	....	1st Mort. guar. by Chi. and Sup.	600,000	7 April & Oct.	New York	1890	....
2d Mortgage.....	50,000	7 Jan. & July.	"	1902	....	Maine Central :					
Lake Ontario Shore :						Consolidated Mortgage.....	545,800	7* April & Oct.	Boston	1912	....
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7* Jan. & July.	New York	1897	....	\$1,100,000 Loan, tax free.....	758,800	7* Jan. & July.	"	"	1898
Lake Shore & Michigan South'n :						Extenson (gold) Loan.....	496,500	6 April & Oct.	"	"	1900
Sinking Fund Mortgage.....	1,800,000	7 April & Oct.	New York	1879	....	1st Mort. (Belfast & Moosehead)	150,000	6* May & Nov.	Belfast & Bost.	1890	....
Consol. Mort. S.F., Registered.	4,250,000	7 J. A. J. & O.	"	1900	100	1st Mort. (Ken. & Portl.).....	1,100,000	6 Jan. and July.	Boston	'90-'91	....
Consol. Mort. S.F., Coupon.....	1,209,000	7 Jan. & July.	"	1900	100	1st Mortgage (Ken. & Portl.)	217,300	6 April & Oct.	Augusta	1886	....
2d Consol. Mort. for \$25,000,000.						Consol. (Port. & Kennebec) Loan	1,165,700	6 "	Boston	1895	....
Bonds of 1832 (Reg. & Coupon)	5,205,000	7 June & Dec.	"	1882	....	2d Mort. (Somerset & Kennebec)	260,000	6 June & Dec.	"	"	1876
Lake Shore Dividend Bonds.....	1,498,000	7 April & Oct.	"	1899	100	1st Mort. (Leeds & Far.ington)	633,000	6 Jan. & July.	"	"	1901
Reg. Mort. (Clev., Paln. & Ash.)	1,000,000	7 Jan. & July.	"	1890	100	Bath (Androscoggin) Loan.....	425,000	6 "	"	"	1891
3d Mort. (" ")	1,000,000	7 April & Oct.	"	1892	....	Mansfield & Framing. (B.C.& F.):					
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7 May & Nov.	"	1885	100	1st Mortgage, guaranteed.....	300,000	7 Jan. & July.	Boston	1880	88
2d Mort. (" ")	2,692,000	7 "	"	1877	102	Marietta and Cincinnati :					
1st Mort. (Cleveland & Toledo)	1,595,000	7 Jan. & July.	"	1885	106	1st Mortgage, Sterling.....	1,050,000	7* Feb. & Aug.	London	1891	....
2d Mort. (" ")	860,000	7 April & Oct.	"	1886	100	1st Mortgage Dollar.....	2,450,000	7 "	Baltimore	1891	104
Mort. Bonds (Buffalo and Erie)	200,000	7 Jan. & July.	"	1882	....	2d Mortgage Dollar.....	2,500,000	7 May & Nov.	"	"	1896
Mort. Bonds (" ")	300,000	7 March & Sept.	"	1886	....	3d Mortgage Dollar.....	3,000,000	8 Jan. & July.	1890	78	....
Mort. Bonds (" ")	3,000,000	7 April & Oct.	"	1898	100	4th Mortgage.....	2,004,000	8 April & Oct.	"	"	1908
1st Mort. (Monro & Toledo)	924,000	7 Feb. & Aug.	"	1876	98	1st Mort. (Scioto & Hock. Val.)	300,000	7 May & Nov.	"	"	1896
1st M. (Kalam. & White Pigeon)	400,000	7 Jan. & July.	"	1890	....	Marietta and Pittsburg :					
1st M. (School. & Three Rivers)	100,000	8 "	"	1887	....	1st Mortgage gold.....	1,600,000	7* Feb. & Aug.	New York	1895	....
1st M. (Kanawaz. & Schoolcraft)	100,000	8 "	"	1887	....	Marquette, Houghton & Ontonagon					
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8 "	"	1888	95	Income bnd. (Bay de N. & M.)	150,000	8 Jun. & Dec.	New York	1875	....
1st M. (Jamestown & Franklin)	468,000	7 Jan. & July.	"	1890	var	1st Mortgage (Marq. & Ont.)	1,760,000	8 Jan. & July.	"	"	1892
2d M. (" ")	500,000	7 June & Dec.	"	1894	....	1st Mort. (Houghton and Ont.)	2,000,000	8 Jan. & July.	"	"	1892
Lake Shore & Tuscarawas Valley :						Consolidated Mortgage.....	1,454,000	8-10 Various.	"	"	....
1st Mortgage gold.....	2,000,000	7* April & Oct.	Cleveland, O.	1901	....	Massawippi Valley (C. & P. R.):					
2d Mortgage.....	696,000	7 "	"	1900	....	1st Mortgage guaranteed.....	400,000	6* Jan. & July.	Boston	1876	90
Elyria and Black Riv. b'ds ass'd	180,000	7 May & Nov.	"	1892	....	1st Mortgage.....	850,000	6 May & Nov.	Boston	1885	....
Lake Superior & Mississippi :						2d Mortgage.....	150,000	6 June & Dec.	Boston	1889	....
1st Mort. skg fund gold tax free.	4,500,000	7* Jan. & July.	N.Y.-Bost.-Ph	1900	43	1st Mort. (Cleve. & V. D.)					
2d Mort. gold tax free and conv.	3,200,000	7* April & Oct.	"	1900	....	1st Mort. (Cleve. & V. D.)	100,000	7* Jan. & July.	New York	1890	....
Income Bonds.....	3,147,000	10 "	"	1902	....	1st Mort. (Memphis & Charleston)					
Lawrence (P. Ft. W. & Chi.):						1st Mort. (Memphis, Convertible)	1,293,000	7 March & Sept.	New York	1880	....
1st Mortgage, guaranteed.....	355,000	7 Feb. & Aug.	New York	1895	....	2d Mortgage.....	1,000,000	7 Jan. & July.	"	"	1885
Leavenworth, Atch. & N. West'n:						Tennessee State Loan.....	1,814,142	6 " " "	"	"	....
1st Mort. guar. by Pac. of Mo..	500,000	7 April & Oct.	New York	1899	....	Income Bonds.....	600,000	10 March & Sept.	"	"	'73-'78
Leaven, Lawrence & Galveston:						Memphis and Little Rock :					
1st Mort. skg fund conv., gold..	5,000,000	10 Jan. & July.	N. Y. & Bost.	1899	....	1st Mortgage (Land Grant)	1,300,000	8 May & Nov.	New York	1890	....
1st Mort. (K. C. & San. Fe.) guar.	720,000	10 May & Nov.	Boston	1890	....	2d Mortgage.....	1,000,000	8 " " "	"	"	....
1st Mort. (Southern Kan.) guar.	160,000	8 June & Dec.	"	1891	....	1st Mort. (Michigan Air Line)					
Lehigh and Lackawanna:						1st Mort. (Convertible)	1,293,000	7 Jan. & July.	New York	1880	....
1st Mortgage tax free.....	300,000	7 Feb. & Aug.	Philadelphia	1897	....	2d Mortgage.....	1,000,000	8 " " "	"	"	....
Lehigh Valley :						1st Mort. (E. Div.) assumed.....	200,000	8 May and Nov.	New York	1890	98
1st Mortgage (new loan).....	5,000,000	6 June & Dec.	Philadelphia	1898	103	Michigan Central :					
2d Mortgage for \$6,000,000	6,000,000	7 March & Sept.	"	1910	108	1st Mort. (Michigan, convertible)	356,000	8 April & Oct.	Boston	1882	....
General Mort. for \$40,000,000	5,000,000	6 June & Dec.	London	1923	....	1st Mort. (Michigan, sinking fund conv.)	2,179,000	8 " " "	"	"	1882
Lewisib. Centre & Spruce C. (P.E.):						1st Mort. (Michigan, sinking fund conv.)	8,000,000	7 May & Nov.	New York	1902	103
1st Mortgage.....	1,545,000	7 May & Nov.	Philadelphia	1902	....	1st Mort. (M. Air L. W.D.) ass'd	1,900,000	8 Jan. & July.	"	"	1890
Lexington & St. Louis (A.&P.):						Michigan Lake Shore :					
1st Mortgage gold	1,000,000	6 June & Dec.	New York	1899	....	1st Mortgage.....	800,000	8 Jan. & July.	New York	1889	....
Little Miami :						Mich. So. and North'n Indiana					
1st Mortgage.....	1,490,000	6 May & Nov.	New York	1883	....	1st Mort. assum'd by L.S. & M.S.	5,253,000	7 May & Nov.	New York	1885	106
Street Connection Bonds.....	500,000	6 Jan. & July.	Cincinnati	1894	....	2d Mort. " " "	2,692,000	7 " " "	"	"	1877
Cincinnati Loan.....	100,000	6 May & Nov.	"	1880	....	1st Mort. tax free	400,000	7 May & Nov.	New York	1886	....
Little Rock and Fort Smith :						Midland of Canada :					
1st Mortgage gold	3,500,000	6* Jan. & July.	N. Y. & Bost.	1900	6	1st Mortgage.....	800,000	8 Jan. & July.	New York	1889	....
Land Grant sinking fund.....	2,780,000	7 April & Oct.	"	1900	5	Midland of Canada :					
Little Rock, Pine Bl. & N.Oreans:						1st Mortgage.....	1,675,000	6* May & Nov.	London	1896	....
1st Mortgage.....	750,000	7 Apr. and Oct.	New York	1900	4	Midland Pacific :					
Little Schuylkill (Phila. & Rog.):						1st Mortgage, gold, tax free.....	1,100,000	7 Feb. & Aug.	New York	1899	....
1st Mortgage, Skg. Fd.....	759,500	7 Apr. and Oct.	Philadelphia	1877	102	1st Mortgage.....	200,000	6 Feb. & Aug.	Philadelphia	18	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Minneapolis & St. L. (L. Sup. & M.): 1st Mortgage gold, guaranteed..	\$ 700,000	7* Jan. & July.	New York.	1911	N.O., Jack, & Gt. N. (N.O. St. L. & C.): 1st Mortgage.....	\$ 3,000,000	8 Jan. & July.	New York.	1886	
Minneota and North Western: 1st Mort. gold, skg fd & tax free	20,000pm	7* Jan. & July.	Detroit.	1890	2d Mortgage for \$3,000,000.....	1,500,000	8 April & Oct.	" "	1890	
Mississippi Cent. (N.O. St. L. & C.): 1st Mortgage.....	1,012,500	7 May & Nov.	New York.	'74-'84	Conso! Mort. for \$8,000,000.....	3,000,000	7* Jan. & July.	" "	1912	....	
2d Mortgage.....	2,000,000	8 Feb. & Aug.	"	1886	New Orleans, Mobile and Texas: 1st Mort. (Mobile to N. Orleans).....	4,000,000	7* Jan. & July.	N.Y. & Lond.	1915	....	
General Mort. for \$8,000,000 gold	3,704,500	7* May & Nov.	"	1912	1st Mort. (N. Orleans to Texas).....	7,250,000	8 " "	New York.	1915	....	
Mississippi, Ouachita & Red Riv.: 1st Mortgage gold.....	2,940,000	7* Jan. & July.	2d Mort. endorsed by Louisiana.....	2,825,000	8 " "	New York, Boston and Montreal: 1st Mortgage for \$12,250,000.....	6,617,500	7* Feb. & Aug.	N.Y. or Lond.	1903
Mississippi and Tennessee: 1st Mortgage.....	660,000	7 April & Oct.	Memphis.	1876	New York & Canada (D. & H. C.): 1st Mort. for £800,000, guar.....	4,000,000	6* May & Nov.	London.	1884	....	
Consolidated Mortgage.....	1,254,000	8 Jan. & July.	" '81-'93	Debt Certificates (N. Y. Cent.).....	5,936,626	6 May & Nov.	New York.	1883	99			
Tennessee State Loan.....	430,547	6 " "	"	Bonds for debts assm'd (N. Y. C.).....	1,514,000	7 Feb. & Aug.	" "	1876	100			
Mississippi Valley and Western: 1st Mortgage \$20,000 p. m.....	800,000	7 Feb. & Aug.	New York.	1902	Bonds for B&N. F. stk ().....	74,500	6 May & Nov.	" "	1888	....	
Missouri, Iowa and Nebraska: 1st Mortgage gold, sinking fund.	2,000,000	7* June & Dec.	.....	Bonds for R.R. Stocks ().....	592,000	6 " "	" "	1883	91		
Missouri, Kansas and Texas: 1st Mort. (U.Pac.S. Br.) skg fund	3,222,000	6* Jan. & July.	New York.	1899	Bonds for Real Estate ().....	162,000	6 " "	" "	1883	99		
1st Mort. (Tebb & Neosho) S.F.:	362,000	7 June & Dec.	"	Bonds of 1854 renewed ().....	2,431,000	6 June & Dec.	" "	1887	99			
Consol. Land Grant skg fd gold	10,418,000	7* Feb. & Aug.	"	2d Mort. (Hudson River) S. F.	1,794,000	7 " "	" "	1885	100			
Additional Consol. Mort.....	2,500,000	7 " "	"	3d Mort. ().....	159,000	7 May & Nov.	" "	1875	....		
Further Add. Consol. Mort.....	600,000	7 " "	"	Bonds of 1871, tax free.....	1,950,000	7 April & Oct.	" "	1891	....		
Missouri River, Ft. Scott & Gulf: 1st Mortgage, Land Grant, S. F.	5,000,000	10 Jan. & July.	New York.	1889	1st Mort., coup. } for \$30,000,000.....	3,904,000	7 Jan. & July.	" "	1903	113		
2d Mortgage.....	2,000,000	10 April & Oct.	N. Y. & Bost.	1890	1st Mort., regd } for \$2,000,000.....	7 " "	7 " "	" "	1903	114		
Mobile and Girard: 1st Mortgage.....	377,500	7 Jan. & July.	Savannah.	1876	1st Mort. Sterling for £2,000,000.....	9,733,333	6* " "	London.	1903	....	
2d Mortgage.....	300,000	8 " "	New York.	1889	New York and Harlem: Consolidated Mortgage of 1863.....	103,000	6 Feb. & Aug.	New York.	1893	....	
Mobile and Montgomery: 1st Mort. endor. by State of Ala.	2,434,000	8* May & Nov.	New York.	1900	Shinking Fund Mortgage of 1861.....	108,599	7 Jan. & July.	" "	1881	....	
2d Mortgage.....	800,000	8 " "	"	6,522,000	7 May & Nov.	N. Y. Housatonic & Northern: 1st Mortgage.....	249,000	7* April & Oct.	New York.	1902	
Mobile and Ohio: 1st Mortgage Sterling.....	5,732,000	6* May & Nov.	Mob. & Lond.	1883	New York, Kingston & Syracuse: 1st Mort. for \$4,000,000.....	2,500,000	7* Jan. & July.	New York.	1902	....	
Interest bonds.....	1,532,000	8 " "	Mobile.	'76-'83	New York, N. Haven & Hartford: 1st Mort. (N. Y. and N. Haven).....	1,059,500	6 April & Oct.	New York.	1875	104		
Sterling Interest bonds.....	769,920	6* " "	London.	1883	1st Mort. (Harlem & Portchester).....	1,000,000	7 " "	" "	1903	....	
Tennessee Subsidy Bonds.....	1,685,000	7* Jan. & July.	N.Y. & Lond.	1901	New York, New York & Oswego Midland: 1st Mortgage gold, tax free.....	8,000,000	7 Jan. & July.	New York.	1894	....	
Special Mort. (Gainesville Br'h)	53,000	8 May & Nov.	Mobile.	.....	2d Mortgage convertible.....	2,500,000	7 May & Nov.	" "	1895	....	
2d Mortgage.....	1,453,858	8 March.	"	3d Mortgage non-convertible	1,500,000	7 " "	" "	1896	....		
Consol. Mort. for \$15,000,000.....	847,975	7 Jan. & July.	N.Y. & Lond.	1894	3d Mort., Equipment.....	3,800,000	7 " "	" "	....	....
Convertible 5 per cent. bonds.....	.....	8 M. J. S. D.	New York.	.....	1st Mort., (West. Extension).....	2,425,000	7 " "	" "	....	....
Montclair (N. Y. and O. Mid.): 1st Mortgage gold, guar.....	1,800,000	7* March & Sept.	New York.	.....	Consolidated Mortgage.....	1,200,000	7 " "	" "	....	....
2d Mortgage.....	780,000	7 " "	"	New York, Providence & Boston: 1st Mortgage.....	76,000	6 Feb. & Aug.	New York.	1878	....		
Income Mortgage.....	888,400	7 " "	"	Improvement Bonds.....	100,000	7 Jan. & July.	" "	1876	....		
Montgomery and Erie (Erie): 1st Mortgage.....	127,000	7 May & Nov.	New York.	1888	Extension Bonds.....	250,000	6 May & Nov.	" "	1881	....	
2d ".....	47,000	7 April & Oct.	"	General Mort. for \$1,000,000.....	827,000	7 Jan. & July.	" "	1899	....		
Montgomery and Eufaula: 1st Mortgage end. by Ala. gold.	1,040,000	8* March & Sept.	New York.	1886	Norfolk & Petersburg (A. M. & O.): 1st Mortgage.....	306,000	8 Jan. & July.	New York.	1877	....	
1st Mortgage not endorsed.....	330,000	8 June and Dec.	"	1st Mortgage.....	157,000	7 " "	" "	1877	....		
Monticello and Port Jervis: 1st Mortgage gold, tax free.....	500,000	7* J. A. J. & O.	New York.	1890	2d Mortgage.....	458,000	8 " "	Norfolk.	1893	....	
Morris and Essex (D. L. & W.): 1st Mortgage sinking fund, guar.	5,000,000	7 May & Nov.	New York.	1914	North Carolina: 1st Mortgage.....	375,000	8 May & Nov.	Co's Shops, NC.	1878	....	
2d Mortgage guar.....	8,000,000	7 Feb. & Aug.	"	2d Mortgage.....	820,000	8 March & Sept.	Charleston.	1899	....		
Convertible bonds.....	383,000	7 Jan. & July.	"	2d Mortgage.....	225,500	8 " "	" "	1899	....		
Construction bonds of 1871.....	640,000	7 April & Oct.	"	1st Mortgage.....	2,159,500	6 Jan. & July.	Philadelphia.	1885	101			
General Mortgage.....	2,975,000	7 " "	"	2d Mortgage.....	1,500,000	7 May & Nov.	" "	1896	106			
Special ".....	1,029,000	7 " "	"	Chattel Mortgage.....	360,000	10 April & Oct.	" "	1877	105			
Nashville, Chattanooga & St. Louis: 1st Mort., endorsed by Tenn.....	1,450,000	6 Jan. & July.	New York.	'74-'82	General Mortgage.....	436,500	7 Jan. & July.	" "	1903	103		
2d Mort. (Government Subsidy)	1,000,000	4 " "	"	North Shore (Flush, N.S. & Cen.): 1st Mortgage.....	155,000	7 Feb. & Aug.	New York.	1887	....		
New Mortgage.....	5,800,000	7 " "	"	Northern Central: 1st Mortgage, Md. State loan.....	1,500,000	6 J. A. J. & O.	Annapolis.	Irred.	....		
Nashville and Decatur (L. & Nash.): 1st Mortgage sinking fund, guar.	2,100,000	7 Jan. & July.	New York.	1900	2d Mortgage Coupon.....	2,500,000	6 Jan. & July.	Baltimore.	1885	95		
2d Mortgage gold.....	500,000	6* April & Oct.	Nashville.	1887	3d Mortgage Coupon.....	1,223,000	6 April & Oct.	Phila. & Balt.	1900	91		
Naugatuck: 1st Mortgage.....	103,000	7 Jan. & July.	Bridgeport.	1876	3d Mort. (York & Cumb.) guar.....	500,000	6 Jan. & July.	Baltimore.	1877	100		
Newark & New York (C. of N.J.): 1st Mortgage guar.....	600,000	7 Jan. & July.	New York.	1891	Income Mortgage conv.....	1,000,000	7 April & Oct.	Harrisburg.	1880	....	
Newark, Somerset & Straticville: 1st Mortgage gold.....	880,000	7* May & Nov.	New York.	1889	Income Mort. coupon.....	3,000,000	7 Jan. & July.	" "	1922	....	
New Bedford: 1st Mort. (New Bed. & Taunton)	172,500	6 Jan. & July.	Boston.	1881	Consol. Mort. coupon.....	2,520,060	6* April & Oct.	Baltimore.	1900	92		
New Issue for \$360,000.....	350,000	7 " "	"	Consol. Mort. registered.....	205,000	6* Jan. & July.	" "	1900	....		
Newburyport: 1st Mortgage.....	300,000	....	"	Consol. Mort. S. F.	2,000,000	6* Jan. & July.	Lond. & Balt.	1904	....		
New Haven and Derby: 1st Mortgage.....	525,000	7 Various.	New Haven.	'98-'00	Northern New Jersey (Erie): 1st Mortgage skg fd guar.....	400,000	7 Jan. & July.	Jersey City.	1878	....	
New H., Middletown & Willim.: 1st Mortgage (coup. & reg.)	3,000,000	7 May & Nov.	New York.	1889	1st Mort. on R.R. & land gold.....	30,000,000	7.3 Jan. & July.	New York.	1900	20		
2d Mortgage.....	880,000	7 " "	"	Northwestern Virginia: 3d Mort., assumed by B. and O.	140,000	6 Jan. & July.	Baltimore.	1885	100			
New Haven and Northampton: 1st Mortgage.....	1,000,000	7 Jan. & July.	N. Y. & N. H.	1890	Northwestern Union (C. & N.W.): 1st Mort.	3,500,000	7* " "	Baltimore.	1877	....	
Convertible bonds, tax free.....	750,600	6 April & Oct.	"	1st Mort., Mass. Loan, skg. fd....	400,000	6 Jan. & July.	Boston.	1877	....		
Holyoke and Westfield d. bonds.	200,000	7 " "	"	Construction Bonds.....	150,000	7 " "	" "	1877	....		
New Jersey Midland (N.Y. & O.M.): 1st Mortgage gold, guar.....	3,000,000	7* Feb. & Ang	New York.	1895	1st Mort.,.....	150,000	7 Jan. & July.	New York.	1890	....	
2d Mortgage.....	1,600,000	7 " "	"	Ogdensburg and Lake Champlain: Equipment Mortgage.....	30,000	8 Jan. & July.	Boston.	1878	92			
New Jersey and New York: 1st Mortgage.....	500,000	7 March & Sept.	N.Y. or Lond.	1893	Equipment Mortgage.....	200,000	8 " "	" "	1879	....	
New Jersey Southern: 1st Mortgage.....	2,000,000	7 May & Nov.	New York.	1889	Equipment Mortgage.....	463,000	8 March & Sept.	" "	1890	....	
1st Mort. (Tomm's River Branch)	120,000	6 April & Oct.	"	Sinking Fund Bonds.....	180,000	7 May & Nov.	New York.	1883	....		
2d Mortgage.....	1,000,000	7 March & Sept.	"	Ohio and Mississippi: Consolidated Mort. Bonds.....	3,067,000	7 Jan. & July.	New York.	1898	93			
Consol. Mort. for \$7,000,000....	5,300,000	7 April & Oct.	"	Consolidated S. F. Mortgage.....	3,556,000	7 " "	" "	1898	99			
Income Mortgage.....	750,000	7 " "	"	Consolidated Mort., Sterling.....	112,000	7 " "	London.	1898	....		
New Jersey West Line: 1st Mort. gold, for \$3,000,000....	3,000,000	7* May & Nov.	New York.	1900	2d Consol. Mort. & S. F. Bonds.....	3,672,000	7 April & Oct.	New York.	1911	81		
New London Northern (Cen. V.): 1st Mortgage.....	300,000	6 April & Oct.	New York.	1886	Income and Funded Debt Bonds	174,000	7 " "	New York.	1882	....	
2d Mortgage.....	400,000	7 June and Dec.	"	Debenture Sinking Fund Bonds	180,000	7 May & Nov.	New York.	1883	....		
Oil Creek and Allegheny River: 1st Mortgage (O. C. R. R.).....	580,000	7 April & Oct.	"	Oil Creek and Allegheny River: 1st Mortgage (O. C. R. R.).....	580,000	7 April & Oct.	Philadelphia.	1896	77			
1st Mort. (Warren & Franklin.)	1,500,000	7 Feb. & Aug.	"	1st Mort. (Warren & Franklin.)	1,500,000	7 " "	" "	1882	....		
1st Mort. (Union & Titusville). 2d Mortgage.....	500,000	7 Jan. & July.	"	1st Mort. (Union & Titusville). Consolidated Mortgage.....	500,000	7 May & Nov.	" "	1890	....		
2d Mortgage.....	1,100,000	7 May & Nov.	"	1,100,000	7 May & Nov.	" "	" "	1888	61			

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony :	\$						Philadelphia, Wilmington & Balt.	\$					
Plain Bonds	1,000,000	4	March & Sept.	Boston.	1876	99½	Mortgage Loan, convertible	302,000	6	Jan. & July.	Phila. & Bost.	1884	96½
Plain Bonds	32,000	5	"	"	1884		Loan of 1866.....	400,000	6	April & Oct.	"	1876	...
Plain Bonds	458,000	6	April & Oct.	"	1875	99½	Loan of 1867.....	1,000,000	6	"	"	1887	...
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½	Loan of 1872.....	500,000	6	"	"	1892	...
New Bonds for \$3,000,000.	1,192,000	7	March & Sept.	"	1894	106	Pickering Valley (Phila. & Rdg)						
Cape Cod Railroad Bonds....	265,500	7	Feb. and Aug.	"	1881	...	1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	...
Omaha and Northwestern :							Pittsburg, Cin. & St. Louis (Pa.) :	775,000	7	Jan. & July.	Philadelphia.	1899	...
1st Mort. Land Grant, Gold....	16,000pm	7½	Jan. & July.	New York.	1901	...	1st Mort. (Col. & Newark Div.)	3,000,000	6	Monthly.	New York.	1884	...
Omaha and Southwestern :							2d Mortgage.....	5,000,000	7	April & Oct.	Philadelphia.	1913	...
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	94½	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	"	1900	77
Orange, Alex. and Manassas—							Pittsburg, Ft. Wayne & Chicago :						
See Wash. C., Va. Mid. & Gt. So.							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	108
Oregon and California :							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	...
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	...		1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	...
Osage Valley & Southern Kansas :							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	...
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888		1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	...
Oshkosh & Miss. (C.M. & S.P.) :							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	...
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891		2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	102½
Oswego and Rome (R.W. & O.) :							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	...
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916		2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	...
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891		2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	...
Oswego and Syracuse (D.L. & W.)							2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	...
1st Mortgage guaranteed.....	201,000	7	May & Nov.	New York.	1885		2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	...
Ottawa, Oswego & Fox River :							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	100½
1st Mortgage guar. by C.B. & Q.	1,194,000	8	Jan. & July.	N.Y. & Bost.	1900	99	Bridge (O. & P. R. R.) bonds.....	111,000	7	May & Nov.	Philadelphia.	1876	...
Owensboro' and Russellville.							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1877	...
1st Mortgage for \$1,500,000.	1,500,000	8	Feb. & Aug.	New York.	1892		Equipment bonds.....	1,000,000	8	March & Sept.	"	1879	...
Pacific of Missouri (Atl. & Pac.)							Pittsburg, Va. and Charleston :						
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	89½	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	...
2d Mortgage sinking fund.....	2,378,000	7	Jan. & July.	"	1891	80	Pittsburg, Wash'gton & Baltimore :						
Income Bonds.....	1,154,600	7	"	"	1892		1st Mort. (Pittsb. & Conn'l'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	85
St. Louis County Debt.....	700,000	7	Monthly.	St. Louis.	1885		2d Mort. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	...
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892		1st Mort. (Turtle Cr. Div. 104 m.)	400,000	6	Feb. & Aug.	Pittsburg.	1889	...
1st Mort. (Carondelet Branch).....	500,000	6*	April & Oct.	"	1893	72	Real Estate Mortgage.....	100,000	6		Baltimore.	1883	...
1st Mort. (Leav., Atch. & N.W.)	500,000	7	"	"	1889		Plymouth, Kankakee & Pacific :						
1st Mort. (Lex. & St. Louis) gold	900,000	6*	Jan. & July.	"	1887		1st Mortgage for \$3,600,000.....	20,000 pm	7	Jan. & July.	New York.	1901	...
Paducah and Memphis :							Port Huron and Lake Michigan :						
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902		1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	...
Panama :							Portland & Ogden (Me. & N.H.) :						
General Mortgage, stg £697,800.	2,889,320	7*	April & Oct.	London.	1897		1st Mort. (Maine Section) gold.....	800,000	6*	Jan. & July.	Boston.	1900	...
Paris and Decatur :							Consol. Mort. gold, for \$3,300,000	3,300,000	6*	May & Nov.	"	1901	...
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N.Y. & Lond.	1892		Portland and Ogdensburg (Vt.) :						
Paterson and Newark (Erie) :							1st Mortgage gold, for \$2,300,000	2,300,000	6*	May & Nov.	N.Y. & Bost.	1891	...
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878		Portland and Oxford Central :						
Pekin, Line & Decatur (TW&W) :							1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	...
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	62	Portland and Rochester :						
Pemberton & Highgate (UC of NJ) :							1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	...
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889		1st Mortgage (equal lien).....	357,000	7	April & Oct.	"	1887	...
Peninsular (Mich.) Railway :							2d Mort. (Portland Loan).....	350,000	7	Mar. & Sept.	"	1891	...
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899		Port Royal (S. C.) :						
1st Mortgage gold (S.F.) 2d series	979,000	7*	"	"	1900		1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	...
Pennsylvania :							1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889	...
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	103	Portsmouth, Gt. Falls & Conway :						
2d Mort. (	2,583,600	6	April & Oct.	"	1875	101	1st Mort. (Eastern R.R.)	470,000	7	June and Dec.	Boston.	1893	87
2d M. stg (	2,282,240	6*	"	London.	1875		Poughkeepsie and Eastern :						
General Mortgage (coup. & reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	99½	1st Mort. gold, conv. & tax free.....	644,500	7*	Jan. & July.	New York.	1910	...
Consolidated Mortgage.....	3,245,000	6*	Jan. & July.	London.	1905		78,000	7	"	"	"	...	...
State bnd for \$7,500,000, skg f'd	5,401,675	5	April & Oct.	Philadelphia.	'74-'90		2d Mortgage.....						
Pennsylvania and Delaware :							Providence and Worcester :						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901		1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	...
Income Mortgage.....	3,000	7	April & Oct.	"	1891		Stoughton Branch bonds.....	1,000,000	6	"	"	...	...
Pennsylvania & New York (L.V.):							1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1882	...
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	106	Quincy and Palmyra :						
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906		1st Mort. assumed by H. & St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	...
Peoria & Bureau Val (C.R.I. & P.)							Quincy and Toledo (T.W. & W.) :						
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877		1st Mort. guaranteed.....	500,000	7	May & Nov.	New York.	1890	57
Peoria & Hannibal (C. B. & Q.) :							Quincy & Warsaw (C. B. & Q.) :						
1st Mortgage, traffic guaranteed..	590,000	8	Jan. & July.	Boston.	1878		1st Mortgage, guaranteed.....	776,000	8	Jan. & July.	Boston.	1890	...
Peoria, Pekin and Jacksonville :							Reading and Columbia (P.& R.) :						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894		1st Mort., Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	...
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	"	1900		2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	...
Peoria and Rock Island :							Rensselaer and Saratoga :						
1st Mort. gold, conv. and tax free.....	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900		2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	105
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900		3d Mortgage.....	150,000	7	"	"	1887	...
Perkiomen (Phila. and Rdg):							1st Mort. (Saratoga & Whitehall) :	400,000	7	March & Sept.	New York.	1886	...
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	90	1st Mort. (Saratoga & Whitehall) :	400,000	7	May & Nov.	"	1890	...
Petersburg :							1st Mort. (Troy, Salina & Rutl.) :	125,000	7	Jan. & July.	"	1894	...
1st Mortgage (Instalments).....	341,500	8	Jan. & July.	New York.	'79-'95		1st Mort. (Glenn's Falls).....	125,000	7	May and Nov.	"	1921	...
2d Mortgage.....	500,000	8	"	"	1902		Consol. Mort. for \$2,000,000.....	1,925,000	7	May and Nov.	"		
Philadelphia and Baltimore Cent.:							Richmond and Danville :						
1st Mortgage (Penn. Div. 364 m.)	800,000	7	Jan. & July.	Philadelphia.	1879		Virginia State Loan, skg fund.....	600,000	6	Jan. & July.	Richmond.	1880	...
1st Mortgage (Md. Div. 94 m.)	300,000	6	"	"	1891		Virginia State guar. bonds.....	157,800	6	"	"	1875	...
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900		1st Mort. (Piedmont Branch) :	500,000	8	"	"	1888	...
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N.C.) :	500,000	6	April & Oct.	N.Y. or Rich.	1880	...
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102½	1st Mort. (Piedmont Branch) :	1,768,000	6	May and Nov.	New York.	1880	69
1st Mortgage.....	5,000,000	6	"	"	1881	94½	Sterling Loan	87,775	6*	Jan. & July.	London.	1875	...
2d Mortgage.....	3,000,000	7	Jan. & July.	London.	1888	80½	Dollar Loan	175,428	7	"	"	1875	...
General Mort. for \$20,000,000....	7,25												

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Interest Payable.				
			When.	Where	Due.			When.	Where	Due.		
Saginaw Valley and St. Louis:	\$											
1st Mortgag.....	346,000	8	May & Nov.	Saginaw.	1892	....	South Carolina:	\$			
Saint Croix and Penobscot:							1st Mortgage Sterling.....	1,486,332	5*	Jan. & July.		
1st Mort. (Cal. & Baring).....	96,200	6	Jan. & July.	Calais, Me.	1879	....	New York.....	82-88	....	London.....
2d Mort. (" ").....	17,500	6	" "	"	1879	....	1st Mortgage (L.) currency.....	8 7,000	7	" "	
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	
St. Joseph & Denver City:							Domestic (G) Bonds.....	111,000	8	Jan. & July.		
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	
1st M.(W.D) land grant, g'd tax fr.....	5,500,000	8*	" "	"	1900	....	Domestic (K) Bonds.....	78,000	6	Jan. & July.	
St. Joseph and St. Louis:							South Georgia and Florida:					
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mort. assumed by Atl. & Gulf.....	464,000	7	May & Nov.	
St. Louis, Alton and Terre Haute:							2d Mort. " " ".....	200,000	7	" "		
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York	1894	105	South Mountain Iron (Cumb. Val) :			June & Dec.		
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	" "	1894	....	2d Mortgage for \$200,000.....	200,000	6	March & Sept.	
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	" "	1894	90	South and North Alabama:			Philadelphia.....		
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	" "	1894	....	1st Mort., endor. by Ala. gold.....	391,000	8*	Jan. & July.	
2d Mortgage Income (Series E).....	1,700,000	7	" "	"	1884	77	Sterling Mort., guar. by L. & N.	£1,100,000	... May & Nov.	New York.....		
Equipment Mortgage.....	300,000	10	March & Sept.	" "	1894	....	South Pacific (Atl. and Pac.):			London.....	
St. Louis, Iron Mt. and Southern:							1st Mortgage gold, assumed.....	7,189,000	6*	Jan. & July.		
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York	1892	91	South Shore (Mass.):			New York.....		
2d Mort. (" ").....	4,622,000	7*	May & Nov.	" "	1897	66	1st Mortgage, sinking fund.....	175,000	6	April & Oct.		
1st Mort. L.G. (Arkansas Br'd).....	2,500,000	7	June & Dec.	" "	1895	....	South Side, Va. (A., M. and U.):			Boston.....	
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	" "	"	1897	....	1st preferr'd bonds.....	675,000	8	Jan. & July.	
Consolidated Mortgage.....	1,600,000	7	.....	" "	1899	....	2d preferred bonds.....	621,000	6	" "
St. Louis, Jacksonville & Chicago:							3d preferred bonds.....	452,300	6	" "		
1st Mortgage.....	2,929,000	7	April & Oct.	New York	1894	94	Southern Central (N. Y.):			South Central (N. Y.):		
2d Mortgage.....	548,000	7	Jan. & July.	" "	1898	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	
St. Louis, Kansas City & North:							2d Mortgage.....	600,000	7	March & Sept.		
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York	1895	84	Southern Iowa and Cedar Rapids:			New York.....		
New Mortgage.....	3,000,000	7	March & Sept.	" "	1899	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	
St. Louis, Lawrence and Denver:							Southern of L. I.:			New York.....		
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York	1901	....	1st Mortgage.....	750,000	7	March & Sept.	
St. Louis and South Eastern:							1st Mort., Sink. Fund.....	1,500,000	7	May & Nov.		
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York	1894	....	Southern Minnesota:			Southern Minnesota:	
1st M.(Evans, D.) gold skg f'd, con.	1,000,000	7	" "	"	1896	....	1st Mortgage land grant tax free.....	3,240,000	8	Apl. & Oct.	
1st Mort. (Evans, Hen. & Nash).....	1,000,000	7	Jan. & July.	" "	1897	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	" "	1902	....	Southern (Cal.) Pacific:			1st Mortgage gold for \$28,000,000.....	
St. Louis, Van. & T. H. (T.H.&L.):							11,000,000	6*	April & Oct.	New York.....		
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York	1897	....	Southern Pennsylvania:			1st Mortgage gold.....	
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	" "	1898	....	2d Mortgage gold.....	625,000	7*	March & Sept.	
2d Mortgage (B.) convertible.....	1,000,000	7	" "	"	1898	....	South Western (Cen. of Ga.):			Philadelphia.....	
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various	
St. Paul and Iowa Southwestern:							1st Mortgage (Muscogee) conv.....	300,000	7	"		
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	Spartanburg and Union:			Philadelphia.....
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.		
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York	1892	....	1st Mortgage not endorsed.....	198,370	7	" "	
1st M. (St. P. to Sauk Kap.) 80m.	700,000	7	Jan. & July.	" "	1892	....	Springfield, Athol & Northeastern:			Charleston.....	
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....	1st Mortgage.....	345,000	7	Jan. & July.	
1d M. (W. Line) R.R. & Lands.....	3,000,000	7*	May & Nov.	London	.....	....	Springfield & Illinois S. Eastern:			Boston.....
2d M. (W. Line) R. R. & Lands.....	9,000,000	7*	" "	"	.....		1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	
1st Mort. (St. Paul and Pac.) 10m.	15,000,000	7*	.....	" "	.....		2d Mortgage gold, tax free.....	446,000	7*	April & Oct.
St. Paul, Stillwater & Taylor's F.	450,000	8	Jan. & July.	New York	1901	....	Springfield and Northwestern:			1st Mortgage gold, skg fund.....	
1st Mortgage.....	100,000	6	Jan. & July.	Philadelphia	1878	Staten Island:			500,000	7*	Feb. & Aug.
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.		
1st Mortgage guar.....	100,000	6	Jan. & July.	Boston	1878	....	1st Mortgage.....	200,000	7	New York.....	
Salem and Lowell (B. & L.):							1st Mort., Shefford and Chambly:			1900	
1st Mortgage.....	226,000	6	Feb. & Aug.	Boston	1878	1st Mort., Guar. by Cent. Verm.			1880	
Band, Mansfield & Newark (B&O)							Sullivan (Central Verm.):					
1st Mortgage guaranteed.....	2,309,743	7	Jan. & July.	New York	1909	....	1st Mortgage.....	500,000	6	Jan. & July.	
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Boston.....		
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York	1886	Sullivan and Erie:			1875	
Savannah, Albany & Gulf (A&G):							1st Mortgage, skg fund.....	1,000,000	7	New York.....		
Sectional Mort.	310,000	7	Jan. & July.	New York	Var.	Summit Branch:			1886	
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.		
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York	1889	Sunbury and Lewiston:			1894	85	
State guaranteed (C. & S. bonds).....	505,000	6	March & Sept.	Charleston	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	
Funded Interest bonds, guar.....	111,800	7	" "	New York	1889	....	Income Mort. gold.....	200,000	6*	" "	
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):			Philadelphia.....		
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon	1891	....	1st Mortgage.....	1,000,000	7	May & Nov.	
Savannah and Memphis:							1st Mortgage.....	600,000	7	New York.....		
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York	1890	....	2d Mortgage.....	1,163,000	7*	June & Dec.	
Schenectady & Susq. (D. & H. Can.).....							1st Mort., gold, skg fund.....	500,000	7	New York.....		
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York	1900	Terre Haute & Indianapolis:			1890	
Schoolcraft & Three R. (L.S. & MS):							1st Mortgage.....	800,000	7	April & Oct.		
1st Mortgage.....	100,000	8	Jan. & July.	New York	1887	....	Bonds of 1873 for \$1,600,000.....	516,000	7	" "	
Seaboard and Roanoke:							1st Mort. gold, for \$500,000.....	500,000	7	New York.....		
1st Mortgage.....	210,000	7	Jan. & July.	New York	1880	Tebbe and Neosho (M. K. & T.):			1891	
Selma and Gulf:							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.		
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York	1890	....	Terre Haute & Indianapolis:			New York.....	
Selma, Marion and Memphis:							1st Mortgage.....	800,000	7	April & Oct.		
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York	1889	....	Bonds of 1873 for \$1,600,000.....	516,000	7	" "	
Selma, Home and Dalton:							1st Mort. gold, skg fund.....	500,000	7	New York.....		
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York	1887	Texas and Pacific:			1894	
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1891	....	1st Mortgage S. F. Gold.....	40,000pm	6	June & Dec.	
Equipment Mortgage.....	230,000	10	.....	" "	1891	....	1st Mortgage (Eastern Div.):	1,600,000	7	New York.....
1st Mortgage, on road and lands.....	2,000,000	7*	Jan. & July.	Philadelphia	1901	91	1st Mortgage (Western Div.):	1,800,000	7	Feb. and Aug.		
Sheboygan and Fond du Lac:							2d Mort. conv. ().....	1,300,000	7	April & Oct.		
1st Mortgage.....	729,000	7	June & Dec.	New York	1884	....	Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....	Consol. Mort. for \$2,700,000.....	1,500,000	7	May & Nov.	
Shehango and Allegheny:							1st Mortgage (Burl. Branch.):	250,000	7	June & Dec.		
1st Mort. for \$1,000,000.....	705,000	7	April & Oct.	New York	1889	Toledo, Peoria and Warsaw:			1901	50	
Shepang Valley (Ok.).....							1st Mort. (Toledo and Illinois):	900,000	7	Feb. and Aug.		
1st Mortgage.....	400,000	7	April & Oct.	New York	1891	....	1st Mort. (L. Erie, Wab. & St. L.):	2,500,000	7	" "	
2d Mortgage.....	200,000	7	Jan. & July.	" "	1902	....	1st Mort. (Gt. West. Rwy of '59):	2,500,000	7	" "	
Shore Line (N. Y., N. H. & Hart.).....							1st Mort. (Quincy and Toledo):	500,000	7	May & Nov.		
1st Mortgage construction.....	200,000	7	March & Sept.	Boston	1880	....	1st Mort. (Ills. & South'n Iowa):	300,000	7	Feb. and Aug.	
Sioux City and St. Paul:							1st Mort. (Decat. & East St. L.):	2,700,000	7	F. M. A. & N.		
1st Mortgage.....	1,240,000	8	May and Nov.	New York	1901	....	2d Mort. (Toledo and Wabash):	1,000,000	7	May and Nov.	
Land Grant Mortgage gold.....	500,000	7*	" "	"	1901	....	2d Mort. (Wabash & Western):	1,500,000	7	" "	
Sioux City and Pacific:							2d Mort. (Gt. West. Rwy of '59):	2,500,000	7	" "		
1st Mortgage gold.....	1,629,000	6*	Jan. & July.	New York	1898	....	Equipment (Toledo & Wabash):	600,000	7	" "	
2d Mort. (Gov. Subsidy).....	1,628,200	6	" "	U.S. Treasury	1898	....	Consol. S. F. 1st Mortgage.....	2,610,000	7	F. M. A. & N.	
Somerset & Kennebec (Me. Cent.):							Consol. 2d mort. gold.....	2,186,000	7	Feb. and Aug.		
1st Mortgage gold.....	260,000	7*	June & Dec.	Boston	1876	....	Traverse City (Gr. Rap. and Ind.):	250,000	7</		

AMERICAN RAILROAD BOND LIST.

The Letter (G) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable.			Price	Description of Bonds.	Amount.	Rate	Interest Payable.			Price
			When.	Where.	Due.					When.	Where.	Due.	
Troy & Bennington (T. & B.): 1st Mortgage skg fund, guar.	\$ 69,700	7	Jan. & July.	Troy.	1878	...	Western Maryland:	\$ 400,000	6	Jan. and July.	Baltimore.	1890	82
Troy and Boston: 1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	1st Mort. endor. by Balt.	200,000	6	"	"	1890	101
2d Mortgage.....	300,000	7	April & Oct.	"	1885	...	2d Mort.	300,000	6	"	"	1890	98
3d Mortgage.....	650,000	7	May and Nov.	"	1875	...	2d Mort. endor. by Wash. Co.	600,000	6	"	"	1895	68
Convertible Bonds.....	648,000	7	" "	"	1862	...	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	100
Troy, Salem & Rutland (R. & S.): 1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	...	4th Mortgage.....	1,000,000	6	"	"	1900	...
Troy Union (and Depot): 1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	...	Western Pacific (Cen. Pac.): 1st Mort., assumed.....	2,735,000	6c	Jan. and July.	New York.	1899	87
Tuckerton: 1st Mortgage.....	409,000	7	April & Oct.	Philadelphia.	1901	...	Western Union (Chi., M. & St. P.): 1st Mortgage for \$5,000,000	3,500,000	7	Jan. and July.	New York.	1896	...
Union Pacific: 1st Mortgage gold, tax free.....	27,256,000	6c	Jan. & July.	N. Y. & Bost.	'96-'99	93	Western Union Telegraph: 1st Mortgage.....	4,448,900	7	May and Nov.	New York.	1875	...
1st Mort. Land Grant.....	8,578,000	7	Apr. and Oct.	"	1887	94	West Jersey: Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	85
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	...	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	...
3d Mortgage Sinking Fund.....	10,000,000	8	March & Sept	New York.	1894	86	1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	...
Omaha Bridge B'ds, \$2,500,000	2,500,000	8c	Apr. and Oct.	London.	1896	...	1st Mort. (Swedesboro') guar.....	200,000	6	"	Camden.	...	...
Union Pacific (Central Div.): 1st Mortgage gold, tax free.....	1,600,000	6c	May and Nov.	New York.	1895	...	2d Mort. (Cape May & Millville)	400,000	7	Apr. and Oct.	"	1895	95
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	...	Consolidated Mortgage.....	1,000,000	7	"	"	1899	104
Union Pacific, S. B. (M.K. & T.): 1st Mortgage gold, skg fund.....	3,220,000	6c	Jan. & July.	New York.	1899	...	West Wisconsin: 1st Mort. land gr., gold skg fund	3,900,000	7c	Jan. and July.	N.Y. or Lond.	1887	...
Union & Titusville (O.C. & A. Riv.): 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	...	1st Mort. (Southern Extension).....	640,000	7c	"	"	1902	...
United N. J. R. R. & Canal Cos.: Loan of 1901 (United Companys)	3,000,000	6	March & Sept.	Philadelphia.	1901	100	White Water Valley: 1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	...
Sterling Loan £369,200 (U. Co's)	1,846,000	5c	" "	London.	1894	...	Wico Mico and Pocomoke: 1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	...
Sterling Loan £280,000 (")	1,800,000	6c	" "	"	1894	...	Williamson and Tarboro': 1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	...
Loan of 1894 Sk Fund ("")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	...	Wilmington, Colum. & Augusta: 1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	65
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	...	Wilmington and Reading: 1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	52
Bond to State of N. J. (U. Co's)	600,000	7	(Due 90 days after demand.)	"	1888	...	2d Mortgage coupon or regis.....	1,600,000	7	Jan. and July.	"	1902	17
Loan of 1875 (Joint Companies)	675,000	6	Apr. and Oct.	Philadelphia.	1875	101	Wilmington and Weldon: Sterling Bonds.....	648,700	6c	Jan. and July.	London.	1881	...
Sterl'g S. F. £282,000 (O. & Am.)	1,310,000	6c	Feb. and Aug.	London.	1890	...	Sterling Bonds.....	221,400	7c	May and Nov.	"	1886	...
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	96	Sinking Fund gold, Bonds.....	749,000	7c	Jan. and July.	New York.	1896	90
Loan of 1889 ("")	866,000	6	June & Dec.	Princeton.	1889	91	Wilmington and Western (Del.): 1st Mortgage.....	500,000	7c	J. A. J. & O.	Phil. & Wilm.	1892	...
Mortg. Loan ("")	5,000,000	6	May and Nov.	Philadelphia.	1889	103	Winona & St. Peter (C. & N. W.): 1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1890	...
Loan of '75 (N. J. R. R. & T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	...	2d Mortgage \$12,000 p. m.....	1,145,000	7	May and Nov.	"	1890	...
Loan of '78 ("")	450,000	6	" "	"	1875	...	Land Grant Mort. gold, skg fund	4,375,000	7c	June & Dec.	"	1916	...
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	...	Wisconsin Central: 1st M. L. G. gold S. F. \$25,000pm	4,595,000	7c	Jan. and July.	Boston.	1901	52	
Utah Central: 1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City.	1890	...	Worcester (Md.): 1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	...
Utah Southern: 1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City.	1891	...	Worcester and Nashua: Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	...
Utica and Black River: 1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	...	Plain Bonds.....	75,000	6	"	"	1881	...
Bonds of 1871 (2d issue).....	575,000	7	" "	"	1891	...	Plain Bonds.....	150,000	6	May and Nov.	"	1887	90
Utica, Ithaca and Elmira: 1st Mortgage gold, skg fund.....	25,000ppm	7c	Jan. & July.	N. Y. & Lond.	1892	...	Plain Bonds.....	150,000	7	Apr. and Oct.	"	1893	...
Vermont Cent.—See Central Vt.							CANAL BONDS.						
Vermont and Massachusetts: 1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	96	Chesapeake and Delaware: 1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	87
Convertible bonds, tax free.....	200,000	7	" "	"	1879	103	Chesapeake and Ohio: Sterling Loan guaranteed.....	4,375,000	5c	J. A. J. & O.	London.	1890	...
Convertible bonds.....	150,000	7	" "	"	1881	103	Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	116
Vicksburg and Meridian: 1st series (red.)	717,500	7	Jan. and July.	Philadelphia.	1890	...	Delaware Division (L.C. & N.): 1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	...
General 2d series (blue.)	850,000	7	" "	"	1890	...	Delaware and Hudson: 1st Mort. (1st series, Nov. 1, '67 regis. 2d series, July 1, 1889 tered. 3d series, Jan. 1, 1871 Debentures.....	1,500,000	7	May and Nov.	New York.	1877	...
Mortgage 3d series (black.)	138,000	7	" "	"	1890	...	Lehigh Coal and Navigation: Mortgage Loan of 1877.....	622,779	6	June & Dec.	Philadelphia.	1877	96
4th series (not end.)	1,141,700	7	Apr. and Oct.	"	1890	...	Convertible Bonds.....	692,100	6	"	"	1882	...
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	...	Convertible Loan, gold.....	856,000	6c	March & Sept.	"	1894	107
Vineland: 1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...	1st Mortgage, registered.....	5,566,277	6	J. A. J. & O.	1884	160	
Virginia & Tennessee (A.M. & O.): Enlarged Mortgage.....	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	80	1st Mortgage, reg. (R. R.): Mortgage (equip.) Loan, gold.....	2,400,000	6	F. M. A. & N.	1897	100	
4th Mortgage.....	870,000	8	March & Sept.	"	1900	74	Greenwood Mortgage Loan.....	4,916,500	6	June & Dec.	1897	100	
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	...	Consolidated Mortgage.....	199,000	6	...	1911	...	
Funded Interest.....	226,300	8	" "	"	1880	...	Greenwood Mortgage Loan.....	796,000	6	Feb. and Aug.	1892	...	
Income Mortgage (fundable).....	93,500	8	" "	"	1866	...	Monongahela Navigation: 1st Mortgage.....	140,000	6	Apr. and Oct.	1877	...	
Wallkill Valley (Erie): 1st Mortgage gold, tax free.....	810,500	7c	Apr. and Oct.	New York.	1901	...	2d Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
Warren (D. L. & W.): 1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	...	3d Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	100
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	...	Boat Loan, sinking fund.....	255,000	6	Feb. and Aug.	"	1876	...
Warren & Franklin (O.C. & Allr.): 1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	...	Preferred Stock Dividend Scrip.	236,965	7	Apr. and Oct.	1899	101	
Warwick Valley (Erie): 1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	...	Pennsylvania: 1st Mortgage skg fund guar.....	1,034,500	6	Jan. and July.	Philadelphia.	1890	...
Wasatch and Jordan Valley: 1st Mortgage.....	150,000	9c	May and Nov.	New York.	1893	...	1st Mortgage (Wy. Val. Can.): 1st Mortgage (Wy. Val. Can.):	2,805,000	6	Jan. and July.	Philadelphia.	1910	71
Washington City, Va. Mid. & Gt. So.: 1st Mort. (O. Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	75	600,000	6	"	"	1878	...	
2d Mort. ("")	350,000	7	" "	"	1891	...	2d Mortgage.....	1,714,300	6	March & Sept.	Philadelphia.	182	81
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	88	Plain Bonds.....	3,990,392	6	Jan. and July.	"	182	...
2d Mort. ("")	1,200,000	6	Jan. and July.	"	1875	74	Improvement bonds.....	47,133	6	"	"	1876	...
3d Mort. ("")	600,000	8	May and Nov.	"	1873	70	Boat and Car Loan.....	200,000	6	May and Nov.	"	1826	57
4th Mort. ("")	700,000	8	March & Sept.	"	1880	63	Boat and Car Loan.....	756,650	6	"	"	1913	80
Funded Coupons (do.)	722,664	8	" "	"	1880	...	Boat and Car Loan.....	621,600	7	"	"	1914	93
1st Mort. (Lynchburg & Danville)	521,000	8	Apr. and Oct.	"	1898	...	Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1894	80
Virginia State Loan.....	249,962	7	Jan. and July.	"	1892-93	...	Susquehanna and Tide Water: 2d Mortgage (Maryland Loan.)	1,714,300	6	March & Sept.	Philadelphia.	182	81
Washington and Ohio: 1st Mort. (Alex. Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	...	3d Mortgage (Susqueh. Canal)	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	78
1st Mortgage for \$9,000,000.....	208,000	7c	Apr. and Oct.	"	1901	...	Prel. Int. B'ds ("")	1,811,000	6	"	"	1878	...
Westchester and Philadelphia: General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	107	Union: 1st Mortgage.....	324,810	6	"	"	1894	...
Western North Carolina: 1st Mortgage.....	825,000	8	Jan. and July.	"	1890	...	2d Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	...
Western of Alabama: 1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	...	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1878	...
1st Mortgage (M. & W. Point R.R.)	750,000	8	" "	"	1881	...	2d Mortgage.....	298,000	6	"	"	1888	...
2d Mortgage (consols guar.)	1,158,000	8	" "	"	1900	...	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1878	...
Income Mortgage.....	802,900	8	Various.	"	Var.	...	2d Mortgage.....	298,000	6	"	"	1888	...
Western Pennsylvania (Penn.): 1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	76	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1878	...
1st Mortgage (Pittsbg. Branch.)	1,000,000	6	Jan. and July.	"	1896	...	2d Mortgage.....	298,000	6	"	"	1888	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An article ('C') occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Abstract of General Balance Sheet.																		
Market. Par.		Dividends.		Earnings.		Operations.		Liabilities.		Property and Assets.		Companies.		Railroad Operated.				
Rolling Stock.	Cars.	B. M. E.	Pass.	Freight.	Net.	Gross.	Freight.	Passen- gers.	Trains Moved.	Surplus Income.	Accounts.	Bonds.	Stocks.	Accounts and Cash.	Railroad Operated.			
M.	M.	M.	M.	M.	M.	M.	Tons.	Number.	M.	M.	M.	M.	M.	M.	M.			
June, 30, 1874	111,0	8	5	4	310	Gillmen, Clinton & Springfield... Illinois.	4,066,167	386,630	111,0	2,000,000	684,286	88,664	88,664	100	100			
Sept., 30, 1875	111,0	5	6	10	125	Goslen and Deckertown Erie, New York.	296,901	256,000	22,108	2,000,000	2,000,000	21,200	21,200	100	100			
Dec., 31, 1875	111,0	6	7	2	225	Grand Rapids and Indiana... Mich. & Ind.	10,984,050	216,628	2,000,000	2,800,000	446,510	1,29,402	83,560	100	100			
Jan., 31, 1876	111,0	5	8	2	225	Grand Rapids, Newark & L. Shore, Mich.	143,572	117,000	8,000,000	8,000,000	363,475	1,32,772	63,248	100	100			
Feb., 31, 1876	111,0	7	9	1	340	Grand River Valley (M. C.)... Michigan.	2,000,000	500,000	1,560,000	882,150	456,140	144,000	144,000	5	100			
Mar., 31, 1876	111,0	6	10	1	340	Grand Tower and Carbondale... Ill.	0,000	111,460	721,900	721,900	241	1,383,000	1,08,554	1,08,554	100	100		
Apr., 30, 1876	111,0	7	11	1	340	Great Grand Trunk... Canada.	145,063,707	604,400	7,000	3,600,005	54,042,945	1,884,945	1,608,554	1,608,554	100	100		
May, 31, 1876	111,0	6	12	1	340	Great Western and Pacific... Canada.	145,063,707	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
June, 30, 1876	111,0	5	13	2	65	Great Western Texas and Pacific... Texas.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
July, 31, 1876	111,0	4	14	2	65	Hannibal and Nappes (T. W. & W.)... Ill.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Aug., 31, 1876	111,0	3	15	2	65	Hannibal and St. Joseph (T. W. & W.)... Mo.	1,397,728	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Sept., 30, 1876	111,0	2	16	1	340	Harrisburg and Lancaster (Pa.)... Pa.	1,882,630	95,089	183,950	2,800,000	446,510	1,29,402	83,560	100	100			
Oct., 31, 1876	111,0	1	17	1	340	Hartford, Prov. & Fiskill... Ct. & I.	7,000	111,460	500,000	500,000	456,140	1,32,772	63,248	100	100			
Nov., 30, 1876	111,0	0	18	1	340	Housatonic... Conn.	2,000,000	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Dec., 31, 1876	111,0	0	19	1	340	Huntingdon and Broad Top Mt... Penn.	2,000,000	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Jan., 31, 1877	111,0	0	20	1	340	Iowa Falls and Sioux City (Illi. C. & N.W.)... Iowa.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Feb., 28, 1877	111,0	0	21	1	340	Indiana and Illinois Central... Ind. & Ill.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Mar., 31, 1877	111,0	0	22	1	340	Indiana and Western... Ind. & Ill.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
April, 30, 1877	111,0	0	23	1	340	Ind. Bloomington and Decatur... Ill.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
May, 31, 1877	111,0	0	24	1	340	Ind. Indianapolis and St. Louis... Ill.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
June, 30, 1877	111,0	0	25	1	340	Indianapolis and Vincennes (Penn.)... Ill.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
July, 31, 1877	111,0	0	26	1	340	International & Great Northern... Tex.	10,014,000	604,400	7,000	5,500,000	10,514,000	10,514,000	5,500,000	5,500,000	100	100		
Aug., 31, 1877	111,0	0	27	1	340	Iowa Falls and Sioux City (Illi. C. & N.W.)... Iowa.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Sept., 30, 1877	111,0	0	28	1	340	Iowa Midland (C. & N.W.)... Iowa.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Oct., 31, 1877	111,0	0	29	1	340	Iron and Athens... New York.	1,275,472	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Nov., 30, 1877	111,0	0	30	1	340	Jackson, Lansing and Saginaw... Michigan.	7,000,000	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Dec., 31, 1877	111,0	0	31	1	340	Jacksonville... Fla.	92,200	277,067	277,067	2,000,000	641,000	313,981	127,8	264,861	167,028	167,028	100	100
Jan., 31, 1878	111,0	0	32	1	340	Jacksonville, Pensacola and Mobile... Fla.	9,093,227	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Feb., 28, 1878	111,0	0	33	1	340	Jamestown and Franklin (Pa.)... Pa.	6,000,000	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
March, 31, 1878	111,0	0	34	1	340	Jefferson (Bellefontaine) and Pennsylvania... Pa.	2,016,143	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
April, 30, 1878	111,0	0	35	1	340	Jeffersonville, Madison and Indiana... Ind. & Ill.	3,814,611	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
May, 31, 1878	111,0	0	36	1	340	Jersey City, Newark, New York, & Paterson... N.J.	4,066,167	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
June, 30, 1878	111,0	0	37	1	340	Jackson, Louisville and St. Louis... Ky.	4,066,167	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
July, 31, 1878	111,0	0	38	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Aug., 31, 1878	111,0	0	39	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Sept., 30, 1878	111,0	0	40	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Oct., 31, 1878	111,0	0	41	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Nov., 30, 1878	111,0	0	42	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Dec., 31, 1878	111,0	0	43	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Jan., 31, 1879	111,0	0	44	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Feb., 28, 1879	111,0	0	45	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
March, 31, 1879	111,0	0	46	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
April, 30, 1879	111,0	0	47	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
May, 31, 1879	111,0	0	48	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
June, 30, 1879	111,0	0	49	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
July, 31, 1879	111,0	0	50	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Aug., 31, 1879	111,0	0	51	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Sept., 30, 1879	111,0	0	52	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Oct., 31, 1879	111,0	0	53	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Nov., 30, 1879	111,0	0	54	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Dec., 31, 1879	111,0	0	55	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Jan., 31, 1880	111,0	0	56	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Feb., 28, 1880	111,0	0	57	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
March, 31, 1880	111,0	0	58	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
April, 30, 1880	111,0	0	59	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
May, 31, 1880	111,0	0	60	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
June, 30, 1880	111,0	0	61	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
July, 31, 1880	111,0	0	62	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,492,756	604,400	7,000	3,600,078	54,141,783	1,884,945	1,608,554	1,608,554	100	100		
Aug., 31, 1880	111,0	0	63	1	340	Jacksonville, Decatur and Atlanta... Ga.	1,49											

Dec. 31, 1872	129.0	18.1	60	64	44	1,460 Maine Central*.....	N.H. & Mass.	Maine, 1,100,270 1,052,313	182,723	314,309	4,412,929	0,394,183 1,307,646	[445,956	387,017-278,522	682,575-6	160,40	
Mar. 1, 1873	22.4	—	—	—	—	Manchester & Lawrence.....	N.H. & Mass.	S.855,000	175,000	72,124	52,302	1,000,000	30,320	100,322	100,322	100,127	
Sept. 30, 1873	21.3	—	—	—	—	Manchester & Framingham B.C.&F.).....	Mass.	768,669	—	—	—	300,000	470,000	21,3	100	100	
Jun. 30, 1873	44.0	—	—	—	—	Manfield, C'd Water & L.M.(Pa.).....	Mass.	21,112,721	*	—	—	474,876	1,308,946	133,882	37.0	23,080	
Dec. 31, 1873	19.0	86.0	64.0	84	27	16,123! Marietta, Pittsburgh and Cleveland.....	Ohio	3,113,909	—	—	—	1,611,035	1,473,398	1,530,000	98,264	160,413	
Jun. 30, 1874	9.7	5.5	6.5	31	116	Marietta and Cincinnati.....	Ohio	7,618,489	1,077,421	160,932	142,138	560,000	1,000,000	68,121	67,349	100,000	
Dec. 31, 1874	62.8	20.6	78.6	66.0	30	16 Maryland and Del. (N.J.S.), Md. and Del.	Md. & Del.	8,717,667	1,077,421	5,312,725	4,017,142	586,180	584,000	159,038	84.4	628,280	
Jun. 30, 1875	21.0	19.0	25.0	48	10	762 Mem. & Char. (S.R.R. Co.).....	Tenn.	7,775,667	1,077,421	—	—	—	—	—	284,000	100,000	
Dec. 31, 1875	13.0	10.0	16.7	14	8	127 Memphis and Little Rock.....	Arkansas	7,356,218	—	—	—	—	—	—	240,938	100,000	
Dec. 31, 1875	9.8	—	—	1.1	127	Merger & Sonner U.C.o's of N.J.-N.J.	N.J.-N.J.	7,356,218	—	—	—	—	—	—	61,948	7	
May 31, 1874	10.8	10.0	11.3	210	168	Michigan Air Line (M.C.).....	Mich. & Ind.	2,988,847	—	—	—	—	—	—	100,000	100,000	
May 31, 1874	18.0	10.3	19.6	210	168	Michigan Central.....	Mich., Ind. & Ill.	1,252,600	—	—	—	—	—	—	162,000	100,000	
May 31, 1874	6.0	—	—	61	14,259	Michigan Lake Shore (Pa.).....	Michigan	1,029,618	—	—	—	—	—	—	1,076,761	100,000	
Dec. 31, 1873	57.5	3.6	—	—	—	Michigan Central.....	Michigan	1,423,800	—	—	—	—	—	—	97,731	100,000	
Dec. 31, 1873	68.0	23.0	61.1	39.0	7	2	382 Michigan.....	Michigan	3,188,792	378,246	68,000	22,206	1,600,000	1,126,000	38,180	38,180	100,000
Dec. 31, 1873	84.0	—	—	50	3	210 Midland Pacific.....	Midland Pacific	3,200,000	800,000	—	—	1,600,000	1,600,000	—	—	100,000	
Nov. 30, 1874	100.0	—	—	14	5	164 Mississippi and Tennessee (C. of Pa.).....	Tenn.	500,000	—	—	—	—	—	—	144,000	7	
Dec. 31, 1874	42.0	—	—	14	5	165 Mississippi Valley and Western.....	Mississippi Valley and Western	500,000	—	—	—	—	—	—	144,000	7	
Dec. 31, 1874	66.0	—	—	4.5	2	166 Missouri, Iowa and Nebraska.....	Mo. & Ia.	500,000	—	—	—	—	—	—	100,000	100,000	
Mar. 31, 1875	110.0	16.7	112.0	10.0	16.7	126 Milwaukee and Shore and Western.....	Wis.	4,200,000	—	—	—	—	—	—	100,000	100,000	
Dec. 31, 1875	90.0	45.0	4.9	8	3	127 Memphis and Little Rock.....	Arkansas	1,021,218	—	—	—	—	—	—	100,000	100,000	
Dec. 31, 1875	62.8	—	—	66.0	35	128 Mine Hill and Schuyler Haven (R&L).....	Penn.	900,000	—	—	—	—	—	—	100,000	100,000	
Dec. 31, 1875	12.5	—	—	8.9	2	129 Mineral Range.....	Michigan	348,000	—	—	—	—	—	—	100,000	100,000	
Dec. 31, 1875	12.5	—	—	1.3	87.6	130 Mississip. C. V.).....	Michigan	1,256,500	—	—	—	—	—	—	100,000	100,000	
Dec. 31, 1875	27.6	—	—	2.7	—	131 Mississip. Cen. (S.R.A.).....	Michigan	1,266,300	—	—	—	—	—	—	100,000	100,000	
Dec. 31, 1875	27.6	—	—	63	28	132 Mississip. & Mich. & Tenn. (S.R.A.).....	Michigan	1,266,300	—	—	—	—	—	—	100,000	100,000	
Dec. 31, 1875	40.7	—	—	40.7	—	133 Mississip. & Mich. & Tenn. (S.R.A.).....	Michigan	1,266,300	—	—	—	—	—	—	100,000	100,000	
Sept. 30, 1874	84.0	—	—	6.8	13	144 Missouri and Tennessee (C. of Pa.).....	Tenn.	300,000	—	—	—	—	—	—	100,000	100,000	
Dec. 31, 1874	42.0	—	—	4.5	5	145 Missouri Valley and Western.....	Missouri Valley and Western	300,000	—	—	—	—	—	—	100,000	100,000	
Dec. 31, 1874	66.0	—	—	4.2	200.0	146 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	700,000	1,000,000	1,625,000	1,000,000	182.0	23,141	100,000	
Dec. 31, 1874	57.5	21.0	57.5	21.0	—	147 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	287,900	471,000	1,000,000	1,000,000	182.0	40,928	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	148 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	149 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	150 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	151 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	152 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	153 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	154 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	155 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	156 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	157 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	158 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	159 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	160 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	161 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	162 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	163 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	164 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	165 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	166 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	167 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	168 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	169 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	170 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	171 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	172 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	173 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	174 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	175 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	176 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	177 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	178 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	179 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	180 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	181 Missouri and Tennessee (C. of Pa.).....	Tenn.	1,021,176	1,077,421	300,000	1,000,000	1,000,000	1,000,000	182.0	119.0	100,000	
Dec. 31, 1874	66.0	—	—	47.5	21.0	182 Missouri and Tennessee (C. of Pa.).....</td											

RAILROAD SHARE LIST. including Mileage. Rolling Stock. Debits. Income. Dividends, &c. &c.

in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running date (....) signify "not ascertained."

Abstract of General Balance Sheet.

AMERICAN RAILROAD JOURNAL.

PREFERRED & GUARANTEED STOCKS

(Marked thus (*)) are guaranteed by Lessees; and thus
(†) have equal dividends with Lessee's own stock.)

COMPANIES.	Amount of stock issued.	Div'ds			
		Rate.	Paid.	Market Prices.	
RAILROAD STOCKS:					
Atlantic and Great Western, pref.	\$ 10,000,000	7	p c p c	p c	
Atlantic, Mississipi and Ohio, pref.	800,000	7			
" " " guar.	276,200	7			
Atlantic and Pacific, preferred	10,000,000	7	13		
Atlantic and St. Lawrence,* guar.	3,934,900	4	4		
Baltimore and Ohio,* preferred	3,552,800	6	105		
Berkshire, guaranteed	600,000	7			
Blossburg and Corning,* guaranteed	250,000	5	5		
Boston, Concord and Montreal, pref.	800,000	6	84		
Buffalo, New York and Erie,* guar.	950,000	7			
Catawissa,* pref. and guar.	1,159,500	7	7		
Camden and Amboy,* guaranteed	5,847,800	10	131		
Camden and Atlantic, preferred	763,549	7	93		
Cayuga and Susquehanna,* guar.	589,110	9	9		
Cedar Rapids and Missouri River, preferred and *guaranteed	769,600	7	7		
Central of New Jersey,* guar.	20,060,000	10	10	105	
Central Ohio,* preferred	411,550	6	6	90	
Chemung,* guaranteed	380,000	6	6		
Chester, preferred	2,153,200	7	50		
Chicago and Alton, † preferred	2,425,400	10	112		
Chicago, Iowa & Nebraska,* guar.	3,916,300	8	89		
Chicago and North-Western, pref.	21,484,113	7	55		
Cinc. Sand. and Cleveland, pref.	429,000	6	25		
Cleveland and Mahoning,* guar.	2,059,200	7	7		
Cleveland and Pittsburg,* guar.	11,236,150	7	7		
Cumberland Valley, 1st preferred	241,900	8	8		
" " 2d preferred	243,000	8	8		
Dayton and Michigan, pref. & guar.	922,400	8	8		
Delaware,* guaranteed	1,315,390	6	6		
Detroit and Milwaukee pref. & guar.	2,517,140	6			
Dubuque and Sioux City,* guar.	5,000,000	3	46		
Dubuque South-Western, pref.	590,315	8			
Eastern (N. H.) * † guaranteed	492,500	6	45		
Elmira, Jeff. and Canad. * guar.	500,000	5	5		
Elmira & Williamspt,* pref. & *guar.	500,000	5	5		
" " com. & *guar.	8,538,910	7	7		
Erie Railway, preferred	2,000,000	7			
Erie and Pittsburg,* guar.	2,167,700	7	7	30	
Evaneville and Crawfordville, pref.	1,182,550	7	7	102	
Hannibal and St. Joseph, pref.	1,180,000	8	96		
Harrisburg and Lancaster,* guar.	190,750	7		28	
Huntington Broad Top Mtn, pref.	2,000,000	7	7		
Jeff. Mid. & Indianapolis,* guar.	1,500,000	7	98		
Joliet and Northern Indiana,* guar.	300,000	8	8		
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8		
Louisv. Cincinnati and Lex. pref.	851,000	9	9		
Marietta and Cincinnati, 1st pref.	9,101,850	6	16		
" " 2d pref.	4,436,250	6	8		
Mich. Southern, (Lake Shore) guar.	535,500	10			
Mill Creek,* guaranteed	323,375	10			
Milwaukee and St. Paul, preferred	12,274,483	7	54		
Mine Hill,* guaranteed	2,000,000	7			
Montclair,* guaranteed	3,856,450	8	106		
Morris and Essex,* guar.	15,000,000	7	97		
Newark and New York,* guar.	2,000,000	10	112		
Newcastle and Beaver Valley,* guar.	605,000	10			
New Jersey,* guaranteed	7,295,200	10	131		
New London Northern,* guar.	971,400	10	105		
New York & Harlem,* pref. & guar.	1,500,000	8	127		
" " com. & guar.	1,000,000	8	8		
Niagara Br. & Canandagua,* guar.	1,000,000	8	8		
North Eastern (S. C.), preferred	3,077,000	7	36		
Northern New Jersey,* guar.	2,823,400	10	127		
Norwich and Worcester,* guar.	2,000,000	8	8		
Ogdensburg & Lake Cham.,* guar.	7,000,000	12	112		
" " pl. & guar.	630,000	8			
Ohio and Mississippi, preferred	1,200,000	8			
Oswego and Syracuse,* guar.	2,400,000	8			
Panama, guaranteed	1,223,900	12	12		
Paterson and Hudson,* guar.	1,144,400	9	9		
Pemberton and Hightstown,* guar.	1,054,100	7			
Peoria and Bureau Valley,* guar.	1,000,000	6			
Philadelphia and Erie, preferred	4,300,000	7	7	65	
Rochester & Genesee Valley,* guar.	557,560	7			
Rutland,* preferred and guaranteed	2,468,400	7	188		
St. Louis, Alton & Terre Haute,* guar.	1,054,100	7		26	
St. Louis, Jacksonv. & Ch., pf.* & guar.	12,000,000	5	24		
Schuykill Valley,* guaranteed	576,000	5			
Shamokin V. & Pottsville,* guar.	869,450	6	6		
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7			
Toledo, Wabash and Western, pref.	1,000,000	7	7	1	
Warren,* guaranteed	1,800,000	7	7	96	
CANAL STOCKS:					
Delaware Division,* guar.	1,633,350	8	5		
Delaware and Raritan,* guar.	5,847,500	10	10		
Morris, preferred & * guaranteed	1,175,000	10	124		
" com. and * guar.	1,696,200	4	4	50	
Schuylkill Navigation preferred	2,908,977	6	30		

New York Stock Exchange.					
Actual Sale Prices for the week ending Feb. 17.					
Th. 11. F. 12. Sat. 13. M. 15. Tu. 16. W. 17.					
Atlantic & Pacific pref. 14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14	13	
Central Pacific 6a.	97	96	96 $\frac{1}{2}$	96 $\frac{1}{2}$	
Central of N. Jersey....	107 $\frac{1}{2}$	107 $\frac{1}{2}$	108	108 $\frac{1}{2}$	
.. 1st mort.	104 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$	105	
.. 7s, consol.	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$	
Chicago & Alton....	106	106 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	
.. pref.	110		112		
.. 1 M.					
.. S. F.					
.. Inc. bds.					
Chicago, Burlington & Q.	109	109	108 $\frac{1}{2}$	108 $\frac{1}{2}$	
.. 8s, 1883	113		113 $\frac{1}{2}$		
.. 7s.					
Chic. & Northwestern....	43	43	44	44	
.. pref.	56	56	56 $\frac{1}{2}$	57	
.. 1st M.					
.. S. F.					
.. Consol.	90 $\frac{1}{2}$		90		
.. gold.	82	81	81 $\frac{1}{2}$	81 $\frac{1}{2}$	
Chic., Rock Isl. & Pac.	103	103	103	103 $\frac{1}{2}$	
.. 7s, 1896					
Clev., Col. C. and Ind.	65	65 $\frac{1}{2}$	65 $\frac{1}{2}$	65 $\frac{1}{2}$	
Clev., At. Pittsburg guar.	91	90 $\frac{1}{2}$	91	91	
.. 2 M.					
.. 3 M.					
.. 4 M.					
Clev. and Toledo....					
.. S. F. 7s.					
Col., Chi., & Ind. C.	5	5	5 $\frac{1}{2}$	5	
.. 1 M.	61	61	61	64	
.. 2 M.					
Del. & Hudson Canal....	112	112	113	113 $\frac{1}{2}$	
Del. Lack. & Western....	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	
.. 1 M. 7s.					
.. 2 M. 7s.					
Erie Railroad.....	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28	
.. pref.					
.. 1 M. 7s. 1897....					
.. 2 M. 7s. 1879....					
.. 3 M. 7s. 1883....					
.. 4 M. 7s. 1880....					
.. 5 M. 7s. 1888....					
.. 7s, con. gold....					
Great Western 2d mort.	55	54			
Hannibal & St. Joseph.	29	21	20	19 $\frac{1}{2}$	
.. pref.					
.. 8s, conv. 82 $\frac{1}{2}$	82 $\frac{1}{2}$	83 $\frac{1}{2}$			
Hudson River 2 M.	101	101 $\frac{1}{2}$	101	101 $\frac{1}{2}$	
Illinoian Central....					
.. 7s.					
Lake Shore & Mich. Sth.	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	
.. Consol. 7s.	100 $\frac{1}{2}$	100 $\frac{1}{2}$			
.. reg.	100 $\frac{1}{2}$				
.. 2d consol.					
Michigan Central....	76	75 $\frac{1}{2}$	74 $\frac{1}{2}$	75	
.. S. F. 8s. 1882....					
.. 7s., 1902.	102 $\frac{1}{2}$				
M. S. and N. I. M. S. F.	98	98 $\frac{1}{2}$			
.. 1st mort.					
.. 2d mort.					
.. 3-10s. con.					
.. 7s, gold....	98 $\frac{1}{2}$	98 $\frac{1}{2}$	97 $\frac{1}{2}$	97	
Morris and Essex....	98	98 $\frac{1}{2}$	97 $\frac{1}{2}$	97	
.. 1st mort.					
.. 2d mort.					
.. 3-10s. con.					
.. 7s, gold....					
N. Y. Cen. & Hud. Riv.	101	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	
.. 7s.					
N. Y. Cen. & Hud. Riv.	101	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	
.. 7s. F. 1876....					
.. 6s. F. 1883....					
.. 6s. F. 1887 99 $\frac{1}{2}$					
.. 1st mort.					
.. 2d mort.					
.. 3-10s.					
.. 7s.					
N. York and Harlem....					
.. pref.					
.. 1st Mort.					
.. reg.					
N. York, N. Hav. & Hart.	139 $\frac{1}{2}$	138 $\frac{1}{2}$	138 $\frac{1}{2}$	138 $\frac{1}{2}$	
Ohio and Miss.	27 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$	25	
.. pref.					
.. 2d M.					
.. S. F....					
Pacific Mail S. S. Co.	31 $\frac{1}{2}$	32 $\frac{1}{2}$	33 $\frac{1}{2}$	32 $\frac{1}{2}$	
Pacific R. R. of Mo.	47 $\frac{1}{2}$	48 $\frac{1}{2}$	46	45	
Panama....	113	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	
Pitts., Ft. W. & Chi. ltd....	98 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	
.. 1 M.					
.. 2 M.					
.. 3 M.					
Potl., Wab., & Western....	12 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	
.. pref.					
.. 1 M.					
.. 2 M.					
.. 3 M.					
Quicksilver Mining Co.	32		32	33 $\frac{1}{2}$	
St. L., Alton & T. H.	26				
.. pref.					
.. 1 M.					
.. 2 M.					</

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 17.

	Th.	F.	12.	Sat.	13.	M.	15.	Tu.	16.	W.	17.
Boston and Albany	136	135½	135½	...	...	135½					
Boston and Lowell	90	90	90			90					
Boston and Maine	117½	...	117½	117½	117½						
Boston and Providence	...	...	...	156½	...						
Boston, Hartford & Erie	7½	23	23	22½	...	...	...	22½			
Cheshire, pref.	...	23	23	22½	...	...	...	22½	70		
Chi., Burl. and Quincy	109	108½	109	109	108½	108½	108½	108½			
Concord	...	...	...	...	...	...	...	...
Connecticut River	140	140	140	140	140	140	140	140			
Eastern	55½	55½	55½	55½	55½	55½	55½	55½	55½	55½	
Fitchburg	127½	...	127½	127½	127½	127½	127½	127½			
Manchester & Lawrence	...	...	...	...	...	...	...	...
Michigan Central	76	75½	75½	75½	75½	75½	75½	75½			
Northern, N. H.	...	...	...	...	...	...	...	92½			
Ogdens & Lake Champlain	36	36	36	36	36	36	36	36			
pref.	...	81½	81½	81½	81½	81½	81½	81½			
Old Colony	108½	108½	108½	108½	108½	108½	108½	108½			
Ph., Wil. & Baltimore	55½	55½	55½	55½	55½	55½	55½	55½			
Portl'd, Sac'd & Ports	...	...	...	...	...	...	...	...
Union Pacific	...	...	...	...	...	...	...	...
" 6s.	93	93	93	93	93	93	93	93			
" Land Grant 7s.	91½	91½	91½	91½	91½	91½	91½	91½			
" S. F. 8s.	82	82½	82½	82½	82½	82½	82½	82½			
Vermont and Canada	...	...	...	...	...	93½	93½	93½			
Vermont and Mass.	...	...	...	...	...	93½	93½	93½			
South Boston (Horse)	...	...	...	...	...	104½	104½	104½			
Cambridge	...	...	...	...	...	45	45	45			
Metropolitan	...	...	...	...	...	45	45	45			
Middlesex	...	...	...	...	...	...	...	...
Central Mining Co.	...	...	...	...	...	143½	145	145			
Calumet and Hecla	...	...	...	...	...	143½	145	145			
Copper Falls	...	...	...	...	...	9½	9½	9½			
Franklin	...	...	...	...	...	35½	35½	35½			
Quincy	...	...	...	...	...	35½	35½	35½			

London Stock Exchange.

Closing Prices.—

	Jan. 22.	Jan. 23.
Atlantic & Gt. W. 1st mort., \$1,000.	43 — 45	44 — 46
Do. 2d mort., \$1,000.	16 — 18	17 — 19
Do. 3d mort., \$1,000.	7½ — 8½	9 — 10
Do. Con. mort. B'nd's Bischof's Cert.	8 — 10	9 — 11
Do. Lease Lines, Rental Bonds.	63 — 68	63 — 68
Do. 1873 30 — 35	30 — 35	30 — 35
Do. 8 p. c. Scrip, West. Exten.	—	—
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do.	21 do.	55 — 60
Erie shares 100 dol. all paid.	25½ — 26½	25½ — 26½
Do. Convertible Gold Bonds.	63 — 65	63 — 65
Do. 6 per cent Convertible Bonds.	98 — 99	96 — 98
Cons. Mort. amount auth. to be issued for conv. of existing bonds.	92 — 93	92½ — 93½
Illinois Central \$100 shares all paid.	87 — 89	87 — 89
Do. Redemption mort. bonds 6 p.c. 101 — 103	101 — 103	101 — 103
Illinois & St. Louis Bridge 1st mort.	98 — 100	98 — 100
Marietta and Cincinnati Rail. Bonds	99 — 101	99 — 101
Michigan Central 8s 1882, conv.	—	—
New York Central, 100 dol. shares.	92 — 93	92 — 93
Panama General mort.	98 — 99	95 — 97
Pennsylvania, General mort.	99½ — 100	100 — 101
Do. \$50 shares.	49½ — 50½	49½ — 50½
Philadelphia and Erie 1st mort.	95 — 97	96 — 98

American Railroad Journal.

Saturday, February 20, 1875.

Financial and Commercial Affairs.

Money continues quite easy. The supply is in excess of the requirements of responsible borrowers, whether for speculative, or mercantile use. Call loans have been ruling steady at 2@4, generally at 2@3; and best discounts at 4@6 per cent per annum. The demand for accommodation has not been urgent. The revival of trade, in the commercial line, has been seriously impeded by the ice blockade in the harbor, which made prompt deliveries of produce and merchandise very difficult. The City Bank changes, on the general averages, have not been important. The specie and deposit items indicated a moderate increase, and the legal tender line, a further reduction. The loan and discount average was augmented about two millions. The Sub Treasury currency balance was enlarged to the amount of 1½ millions, while the coin reserve was reduced about 4ths of a million. The City banks last week reduced their reserve of legal tender notes \$628,000, and enlarged their deposit item \$709,100, while increasing their specie average \$731,900. They report an increase of \$1,913,500 in the

loans and discounts and a further decrease of \$129,300 in their circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of \$49,313,683, against \$47,672,369, the preceding week; and a coin hoard of \$44,873,180, against \$45,646,608, on the previous return. The City bank exchanges in currency during the week, were \$430,409,122, or a daily average of \$71,784,854. The customs revenue of the port, during the week, was \$2,628,717. The City banks reported their average of gold last week at \$15,894,800, and their greenback average at \$56,647,400. Their deposits stood at \$288,832,800. The loan item was \$293,111,200. The circulation was \$28,512,900.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$12,833,625.

The aggregate of the outstanding U. S. currency, of all denominations, Feb. 1, was \$427,109,222. The outstanding amount of legal tender notes is \$82 millions. The National bank circulation is now \$344,810,452.

The U. S. Treasury balances on Wednesday were as follows: Currency, \$8,524,246; special deposit of legal tenders for redemption of certificates of deposit, \$49,720,000; coin, (including \$22,102,800 in coin certificates,) \$68,785,186.

Gold has been more freely dealt in. The speculative movement has been more animated. The demand for Custom House purposes, to pay duties, on goods withdrawn to meet the Spring call for goods, has been up to a fair average. The export drain has been much less extensive. The extremes of the week have been 114½@115½ closing on Wednesday at 115 as against 114½ on Wednesday of the preceding week. The specie outflow last week was \$581,015. The imports of specie at this port since Jan. 1, have been \$158,191 against \$928,666 same time last year. The customs demand for Gold last week averaged \$438,121 a day. Foreign Exchange has been unusually depressed and unsettled, chiefly by the scarcity of gold for prompt delivery and the high rates claimed on Gold loans. Bankers' sixty day bills on London closed on Wednesday at \$4 80@\$4 81; sight bills on London at 4 83 @4 84 to the £ sterling on a very limited inquiry. The week's exports of Domestic Produce have been to the currency value of \$3,952,584.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$6,601,928.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been 68 millions.

Government Securities have been quoted easier in price, on moderate offerings of the several issues, and a less confident demand from investment buyers. The later dealings indicated rather more steadiness.

U. S. sixes of 1881 closed on Wednesday of this week at 119½@120; U. S. Five-Twenties of 1862, at 116½@116½; U. S. Five-Twenties of 1864 at 117½@117½; U. S. Five-Twenties of 1865 119½@119½; U. S. Five-Twenties of 1865 consolidated, 118½@118½; U. S. Five-Twenties of 1867, 119½@119½; U. S. Five-Twenties of 1868, 119½@119½; U. S. Ten-forties at 117@

117½; U. S. Fives of 1881, (Funding Loan) 114½@115½; Six per cent. currency Sixes from 119½@119½.

There has been less activity noted at the Stock Exchange on Railway and miscellaneous share list on a depressed and irregular market, closing rather more steadily. State and Railway bonds have been in very limited request at about late quotations for the more substantial loans.

General business has been comparatively dull, owing mainly to the difficulties in the way of deliveries of produce and merchandise, because of the ice blockade in the harbor, and the condition of most of the streets, near the water front. Breadstuffs and Provisions have been quoted lower, on a very moderate inquiry. Cotton, firmer, but less active. Tobacco, Wool, and Naval Stores, quiet. Petroleum higher. Metals generally inactive. Eglinton Pig Iron quoted from yard at \$33 50@\$34; Glengarnock, \$36; No. 1 American Pig at \$27@\$27; No. 2 do. at \$25@\$26 50; Forge, \$23@\$27; English Rails at \$47.50@\$50; gold; American Rails at works, \$50@\$52 50; Old Rails, \$30. Wrought Scrap, \$28@\$35. Ocean freights have been less active and quoted much lower on Grain.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Great Western 1st mort. 1888, 77; Am. Dock and Imp. 7s, 100½; Galena and Chicago 1st mort., 104; Morris and Essex 7s, 1871, 105; Long Dock bonds, 102; Detroit, Monroe and Toledo 1st mort., 98½; Pacific R. R. of Mo. 1st mort., 89½; Central Pacific State Aid Bonds, 105; do. 1st mort., San. J. div., 86; Rome, Watertown and Ogdensburg 7s, consol., 97½; Hannibal and Central Mo. 1st mort., 70; Toledo, Peoria and Warsaw 1st mort. E. D. 70; do. W. D. 65; Del. and Hudson Canal reg. 7s, 1884, 106; Mil. and St. Paul 1st mort. La C. div., 86; do. I. and M. div., 77; Western Pacific bonds, 87½; Pacific R. R. 7s, guar. by Mo., 101½; Clev., Paines, and Ashtabula 7s, old, 100½; South Pacific R. R. of Mo., 71½; Chicago and Milwaukee 1st mort., 95; Cedar Falls and Minnesota 1st mort., 82; Toledo, Wabash and Western 7s, consol., 40; Boston, Hartford and Erie 1st mort., 23; Louisville and Nashville 7s, consol. 1898, 90; St. Louis and Iron Mt. 1st mort., 91½; Laf., Muncie and Bloomington 1st mort., 80; North Mo. 1st mort., 84; Clev. and Pittsburg 7s, consol. S. F., 104½; Albany and Susq. R. R. 98; do. 1st mort., 107; New Jersey Southern R. R., 3; Warren R. R., 96; Kansas, Pacific R. R., 3; Quicksilver mining pref., 33; At. and Pacific Tel., 22½; Maraposa Mining, 6; U. S. Exp., 60; Am. Exp., 64; Adams Exp., 100½; Wells Fargo Exp., 87; Maryland Coal, 18½; Consol. Coal, 42; Pennsylvania Coal, 247½; Missouri 6s, f. bonds, 95½; do. long bonds, 96¾; Tennessee 6s, new, ex coupon, 45½; do. old, do., 46; do. 6s, new series, 45; N. Y. State 7s, B. L. reg., 106½; do. coupon, 106½; Georgia 7s, new, 92½; do. 6s, 86; North Carolina 6s, old, Apl. and Oct., 27; do. Jan. and July, 27; Virginia 6s, consol., ex-mort. coupon, 55.

Philadelphia.—Catawissa R. R., 21; do. new pref., 86½; Schuylkill Nav. div. scrip., 91½; Huntingdon and Broad Top Mt. pref., 14; Nesquehoning Valley R. R., 56½; Westchester and Philadelphia R. R., 58; Susq. Canal 6s, 78; Phila.

delphia and Reading C. and I. Mt. bonds, 91 $\frac{1}{4}$; do. debenture bonds, 86; Harrisburg and Lancaster 6s, 101; Wilmington and Reading 1st mort., 52; Pittsburgh, Cinc. and St. Louis 7s, 77; Philadelphia and Reading R. R. 7s, new, conv., 105 $\frac{1}{4}$; do. debenture bonds, 78 $\frac{3}{4}$; do. 7s, 1893, 107; do. Gen'l mort. 7s, coupon, 107; Allegheny Valley 7s, 85 $\frac{1}{4}$; Lehigh Nav. 6s, 1877, 95; Belvidere Delaware 2d mort., 89; Northern Pacific 7-30s, 20 $\frac{1}{2}$; Pennsylvania Canal 6s, 71 $\frac{3}{4}$; Cape May and Millville R. R., 7s, 95; Pennsylvania and New York 7s, 100; Camden and Atlantic 2d mort., 104; Elmira and Williamsport 5s, 62 $\frac{1}{2}$; West Jersey 7s, 104 $\frac{1}{2}$; Pittsburgh City 5s, 77. The latest quotations are: City 6s, 102@102 $\frac{1}{4}$; do. free of tax, 104 $\frac{1}{2}$ @104 $\frac{1}{4}$; Pennsylvania State 6s, 2d series, 107 $\frac{1}{4}$ @107 $\frac{1}{4}$; do. 3d series, 110 $\frac{1}{4}$ @111; Philadelphia and Reading, 57@57 $\frac{1}{4}$; do. Gen'l mort. 7s, coup., 106 $\frac{3}{4}$ @107 $\frac{1}{4}$; do. reg., 107 $\frac{1}{2}$ @—; do. mort. 6s, 1880, 101 $\frac{1}{2}$ @—; do. new conv. 105@105 $\frac{1}{2}$; do. 7s, 1893, 107@—; United New Jersey R. R. and Canal Co., 13@132; Camden and Amboy mort. 6s, 1889, 102 $\frac{1}{4}$ @103; Pennsylvania R. R., 55 $\frac{1}{2}$ @55 $\frac{1}{2}$; do. div. scrip, 107@—; do. 1st mort., 103@103 $\frac{1}{4}$; do. 2d mort., 102 $\frac{1}{2}$ @102 $\frac{1}{4}$; do. general mort. coupon, 99 $\frac{1}{2}$ @100; do. reg., 102@102 $\frac{1}{4}$; Little Schuylkill R. R., 47 $\frac{1}{2}$ @48; Morris Canal, 50@—; do. pref., 123 $\frac{3}{4}$ @—; do. 6s, 100@—; Susq. Canal, 8@9; do. 6s, 77 $\frac{1}{2}$ @78; Schuylkill Nav., 7 $\frac{1}{2}$ @8; do. pref., 14 $\frac{1}{2}$ @15 $\frac{1}{2}$; do. 6s, 1882, 80@81; do. 1872, 93@93 $\frac{1}{4}$; Elmira and Williamsport pref., 39@41; do. 7s, 1873, 100 $\frac{1}{2}$ @101 $\frac{1}{4}$; do. 5s, 62@62 $\frac{1}{2}$; Lehigh Coal and Navigation, 51 $\frac{1}{2}$ @51 $\frac{1}{4}$; do. 6s, 1884, 100 $\frac{1}{2}$ @100 $\frac{1}{2}$; do. R. R. Loan, 100@100 $\frac{1}{4}$; do. Gold Loan, 100 $\frac{1}{2}$ @100 $\frac{1}{4}$; North Pennsylvania, 52 $\frac{1}{2}$ @53; do. 6s, 101 $\frac{1}{2}$ @102; do. 7s, 106@106 $\frac{1}{2}$; do. Chatte 10s, 104@—; Philadelphia and Erie, 20 $\frac{1}{2}$ @20 $\frac{1}{4}$; do. 6s, 96 $\frac{1}{2}$ @98; do. 7s, 86 $\frac{1}{4}$ @86 $\frac{1}{4}$; Minehill, 53@53 $\frac{1}{4}$; Catawissa, 20 $\frac{1}{2}$ @21; do. pref., 42 $\frac{1}{2}$ @43 $\frac{1}{4}$; do. new pref., 36 $\frac{1}{2}$ @36 $\frac{1}{4}$; do. 7s, 1900, 103@104; Lehigh Valley, 63 $\frac{1}{2}$ @63 $\frac{1}{4}$; do. 6s, new coupon, 102@103 $\frac{1}{4}$; do. reg., 103@103 $\frac{1}{4}$; do. 7s, 108 $\frac{1}{2}$ @108 $\frac{1}{4}$; Fifth and Sixth streets (horse), 60@61; Second and Third, 66@—; Thirteenth and Fifteenth, 26 $\frac{1}{2}$ @26 $\frac{1}{4}$; Spruce and Pine, 30 $\frac{1}{2}$ @31 $\frac{1}{2}$; Green and Coates, 50@50 $\frac{1}{2}$; Chestnut and Walnut, 72 $\frac{1}{2}$ @72 $\frac{1}{4}$; Hesstonville, 19 $\frac{1}{2}$ @20; Germantown 40@40 $\frac{1}{2}$.

Boston.—Eastern R. R. 7s, 1882@1883, 91 $\frac{1}{4}$; Vermont Central 1st mort., 21; do. 2d mort., 6; Jackson, Lansing and Saginaw 8s, 1891, 96; Atchison, Topeka and Santa Fe R. R., 12; do. 1st mort., 69 $\frac{1}{2}$; do. 2d mort., 35 $\frac{1}{2}$; do. Income 12s, 99; Boston and Albany 7s, 1892, reg., 107; Chicago, Burlington and Quincy 7s, 101 $\frac{1}{4}$; Burlington and Missouri River R. R. in Nebraska 8s, old, 100 $\frac{1}{4}$; Boston and Maine 7s, reg., 106; Vt. and Mass. R. R. 7s, conv., 103; Boston Clinton and Fitchburg 7s, 1890, 91; Conn. and Pass. Rivers R. R. 7s, 1881, 95 $\frac{1}{4}$; Old Colony 7s, 1877, 102 $\frac{1}{2}$; New Orleans, Mobile and Chattanooga 1st mort. 8s, S. F., 50 $\frac{1}{2}$; Mansfield and Framingham 8s, 1885, 97 $\frac{1}{2}$; Framingham and Lowell 7s, 1891, 90; Michigan Central (Air Line) 8s, 1890, 103 $\frac{3}{4}$; Kalamazoo, Allegan and Grand Rapids 8s, guar., 95 $\frac{1}{4}$; Essex R. R. 6s, 1876, ind., 85; Carthage and Burlington 8s, 101 $\frac{1}{4}$; Keokuk and St. Paul 8s, 101 $\frac{1}{4}$; Omaha and Southwestern 8s, 1896, 94 $\frac{1}{4}$; Worcester and Nashua 6s, 1877, 96; Burlington and Missouri River R. R. in Iowa, 106;

do. Creston Branch, 103 $\frac{1}{2}$; do. 7s, 1875, 103 $\frac{1}{4}$; do. Land Grant, 7s, 102 $\frac{1}{2}$; Norwich and Worcester R. R., 127; Rutland pref., 18 $\frac{1}{2}$; do. scrip No. 4, 64; do. No. 7, 25; do. No. 6, 27 $\frac{1}{2}$; Summit Branch, 33 $\frac{1}{2}$; Portsmouth, Gt. Falls and Conway R. R., 40; Cincinnati, Sandusky and Cleveland R. R., 9 $\frac{1}{4}$; New Bedford R. R., 113 $\frac{1}{4}$; Boston Water Power, 9 $\frac{1}{4}$; Pullman Palace Car Co., 93 $\frac{1}{2}$; Cary Imp., 4 $\frac{1}{2}$; Quincy R. R. Bridge Co., 110; New Hampshire 6s, 102 $\frac{1}{2}$; Maine 6s, 102 $\frac{1}{2}$; Chicago 7s, 102; Cambridge 6s, 100 $\frac{1}{4}$; Boston 6s, 1874, 103; do. 1893, 103 $\frac{1}{2}$; do. 5s, 1885, reg., 99 $\frac{1}{2}$; Cincinnati 7 3-10s, 1902, 102; do. 7s, 108 $\frac{1}{2}$; Minneapolis 8s, 1888, 101; do. 7s, 1896, 90 $\frac{1}{2}$; do. 1901, 92 $\frac{1}{2}$; St. Louis 6s, 1891@1892, 101 $\frac{1}{2}$; do. 1884, cur., 95 $\frac{1}{4}$; Bangor 7s, 1899, 105; St. Paul 7s, 1894, 83 $\frac{3}{4}$; St. Louis County 7s, 1877, 100 $\frac{1}{2}$; Rock Island City Ills., 8s, 1887, 102 $\frac{1}{2}$; Peoria 7s, 1890, gold, 101; Allouez Mining Co., 7; Ridge, 6.

Baltimore.—Maryland Defense 6s, 108; do. exempt, 107 $\frac{1}{2}$; Indianapolis City 8s, water, 104; Virginia coupons, 86; Virginian consols, ex-coupon, 52; Memphis City 6s, 41 $\frac{1}{2}$; Orange, Alex. and Manassas 7s, 75; Chesapeake and Ohio Canal bonds, 116 $\frac{1}{2}$; Orange and Alexandria 2d mort., 74 $\frac{1}{2}$; do. 3d mort., 70 $\frac{1}{4}$; Northern Central 6s, 1877, 100 $\frac{1}{2}$. The latest quotations are: Richmond and Danville 1st mort., 68@69; Pittsburgh and Connellsville 7s, 1898, 84@85; Baltimore and Ohio, 190@200; do. 6s, 1875, 101@101 $\frac{1}{2}$; do. 1880, 101 $\frac{1}{2}$ @102 $\frac{1}{2}$; do. 1885, 102 $\frac{1}{2}$ @103 $\frac{1}{2}$; Washington Branch, 140@170; Northern Central, 33@34; do. 6s, 1885, 94@96; do. 6s, 1877, 100@101; do. 1900, 89 $\frac{1}{2}$ @91; do. 6s, 1900 gold, 92 $\frac{1}{2}$ @92 $\frac{1}{2}$; N. W. Va. 3d mort., 1885, 99@100; Marietta and Cincinnati 1st pref., 16@18 $\frac{1}{2}$; do. 2d pref., 8@12; do. 1st mort. 7s, 1892, 104 $\frac{1}{2}$ @104 $\frac{1}{4}$; do. 2d mort., 7s, 94 $\frac{1}{2}$ @95; do. 3d mort. 8s, 78 $\frac{1}{2}$ @78 $\frac{1}{2}$; Central Ohio, 45@47; do. 1st mort., 96@98; Western Maryland, 1st mort. 6s, 1890, 80@90; do. 1st mort. guar., 100 $\frac{1}{2}$ @101; do. 2d mort. guar., 100 $\frac{1}{2}$ @101; do. 3d mort. guar., 100 $\frac{1}{2}$ @101; do. 2d mort. pref., 68@75; do. 2d mort. guar. by Washington Co., 90@98; Virginia and Tennessee 2d mort. 6s, 72 $\frac{1}{2}$ @75; do. 3d mort. 8s, 76@80; Orange and Alexandria 1st mort. 6s, 84@88 $\frac{1}{2}$; do. 2d mort. 6s, 75@76; do. 3d mort. 8s, 70@72; do. 4th mort. 8s, 60@63; Orange, Alex. and Manassas 7s, 75@75 $\frac{1}{2}$; Baltimore 6s, 1875, 103@103 $\frac{1}{4}$; do. 1884, 103 $\frac{1}{2}$ @103 $\frac{1}{4}$; do. 1886, 103 $\frac{1}{2}$ @104; do. 1890, 104@104 $\frac{1}{4}$; do. 1900, 104@104 $\frac{1}{2}$; do. 1902, 103 $\frac{1}{2}$ @103 $\frac{1}{4}$; do. 6s, exempt, 104@106; do. 5s, 80@90; Memphis City 6s, 41 $\frac{1}{2}$ @43; Maryland Defense 6s, 1888, 108 $\frac{1}{2}$ @108 $\frac{1}{4}$; do. 6s, 1890, 101@105; do. 6s, exempt, 108 $\frac{1}{2}$ @108 $\frac{1}{4}$; do. 5s, 80@90; Virginia coupon 6s, old, 32@35; do. new, 32@35; do. consol. 6s, 54 $\frac{1}{2}$ @54 $\frac{1}{4}$; do. coupons, 85 $\frac{1}{2}$ @85 $\frac{1}{4}$; do. def. certif., 10 $\frac{1}{2}$ @10 $\frac{1}{4}$; City Passenger R. R., 28 $\frac{1}{2}$ @24; George's Creek Coal, 130@140; Atlantic Coal, 2.15@2.25; Canton Co., 60@70.

Brown, Brothers & Co.,

No. 59 WALL ST., N. Y.

Issue, against cash deposited, or satisfactory guarantee of repayment, Circular Credits for Travelers, in dollars for use in the United States and adjacent countries, and in pounds sterling for use in any part of the world.

THEY ALSO ISSUE COMMERCIAL CREDITS, MAKE CABLE TRANSFERS OF MONEY BETWEEN THIS COUNTRY AND ENGLAND, AND DRAW BILLS OF EXCHANGE ON GREAT BRITAIN AND IRELAND.

Cincinnati Municipal

7 3-10 PER CENT. BONDS.

A limited amount for sale by

KUHN, LOEB & CO.,
BANKERS,

No. 31 Nassau St., New York.

Hatch & Foote,

BANKERS,

No. 12 Wall Street, N. Y.

BUY AND SELL GOVERNMENTS AND GOLD AT MARKET RATES.
EXECUTE ORDERS AT STOCK EXCHANGE.
INTEREST ALLOWED ON DEPOSITS.

The following were the Closing Quotations of Government Stocks February 18th at 3 P. M., as reported by

HATCH & FOOTE,
No. 12 Wall Street.
GOVERNMENT SECURITIES.

	Bid.	Asked.
U. S. Sixes, Registered, 1881.....	118 $\frac{1}{2}$	119
U. S. Sixes, Coupons, 1881.....	120	120
U. S. Five-twentieths, Registered, 1882.....	116 $\frac{1}{2}$	116 $\frac{1}{2}$
U. S. Five-twentieths, Coupons, 1882.....	116 $\frac{1}{2}$	117
U. S. Five-twentieths, Registered, 1884.....	117 $\frac{1}{2}$	117 $\frac{1}{2}$
U. S. Five-twentieths, Coupons, 1884.....	117 $\frac{1}{2}$	117 $\frac{1}{2}$
U. S. Five-twentieths, Registered, 1885.....	118 $\frac{1}{2}$	118 $\frac{1}{2}$
U. S. Five-twentieths, Coupons, 1885.....	118 $\frac{1}{2}$	118 $\frac{1}{2}$
U. S. Five-twentieths, New, Registered, 1885.....	118 $\frac{1}{2}$	118 $\frac{1}{2}$
U. S. Five-twentieths, New, Coupons, 1885.....	118 $\frac{1}{2}$	118 $\frac{1}{2}$
U. S. Five-twentieths, Registered, 1887.....	119	119
U. S. Five-twentieths, Coupons, 1887.....	119 $\frac{1}{2}$	119 $\frac{1}{2}$
U. S. Five-twentieths, Registered, 1888.....	119	119
U. S. Five-twentieths, Coupons, 1888.....	119 $\frac{1}{2}$	119 $\frac{1}{2}$
U. S. Ten-forties, Registered.....	114 $\frac{1}{2}$	114 $\frac{1}{2}$
U. S. Ten-forties, Coupons.....	117 $\frac{1}{2}$	117 $\frac{1}{2}$
U. S. Fives, Registered 1881.....	114 $\frac{1}{2}$	115
U. S. Fives, Coupons, 1881.....	114 $\frac{1}{2}$	114 $\frac{1}{2}$
Thirty Year Currency Pacific's.....	119	119

The municipal bonds of the city of Cincinnati, paying seven and three-tenths per cent interest per annum, are now selling at 102 and accrued interest from January 1, 1875, with a prospect of a speedy advance in price, as the bonds are being rapidly absorbed by careful investors. The faith and credit of the city of Cincinnati are pledged for the payment of the interest and the redemption of these bonds at maturity. A tax is also required to be levied annually for this purpose. The whole debt of the city, including the present loan is but \$16,000,000, while the property owned by the city is valued at \$20,000,000. The property assessed for taxation in 1853 was \$180,926,390. These bonds are for sale by Messrs. Kuhn, Loeb & Co., Bankers, No. 31 Nassau Street, New York.

We invite attention to the advertisement of the Eastern Railroad Company in another column, also to the Report of the Railroad Commissioners of Massachusetts, published herewith, in which favorable mention is made of the operations of the road during the past year.

The surveys on the line of the Missouri Central Railroad are progressing between Baxter Springs and Cathage, via Joplin. This road is intended to run from Jefferson City, Mo., to Ft. Smith. S. Woodward is President, W. P. Davis Vice President, H. W. Comstock Secretary, and Ezra Miller Treasurer.

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U. S. Supreme Court.

Among the decisions rendered on the 15th inst. by the U. S. Supreme Court are the following:

No. 54. The Erie Railway Company vs. The Commonwealth of Pennsylvania—Error to the Supreme Court of Pennsylvania.—In this case the Court reaffirm the decision in Reading Railway Company vs. Pennsylvania (15 Wallace) that a tax upon the gross receipts of a railroad company is within the power of a State to impose; that the Erie Road was intended to be taxed by the act of the Legislature as doing business within the State, and that the tax is justly apportioned to the length of the road in the State and not therefore to be complained of by the company, and further that the property of the road is not exempted from the tax by former legislation. Affirmed. Mr. Justice Hunt delivered the opinion.

No. 151. Fox vs. Leal and the Wheeling, Pittsburgh and Baltimore Railroad Company—Error to the Circuit Court for the Western district of Pennsylvania.—In this case the court held that under the resolution of the Pennsylvania Legislature of 1843 a railroad company could not mortgage or otherwise convey their property while debts were due for construction so as to deprive contractors of their right to recover claims for work done. Reversed. Mr. Justice Strong delivered the opinion.

No. 174. Hepburn vs. The School Directors of the Borough of Carlisle, Pa.—Error to the Supreme Court of Pennsylvania.—The Court decide in this case that where bank shares are worth 150 per cent they may be rated at that amount for taxation; that it is not the amount of money invested which is wanted for taxation, but the amount of moneyed capital which the investment represents for the time being. Affirmed. The Chief Justice delivered the opinion.

Railroads in Minnesota.

The whole length of railroads in Minnesota on the 30th of June, 1874, was 1,893 miles. The aggregate capital stock of the roads was \$31,740,000, being an average of \$16,767 per mile; the total funded debt is \$86,844,154, which is increased by the addition of \$6,255,025 unfunded to \$92,599,179, of which \$68,410,963 is on lines actually within the State—being an average of \$86,139 per mile. This makes the total capital stock and funded debt, \$52,906 per mile.

The entire earnings for the year amounted to \$6,194,669 18, of which \$1,524,927 03 were from passenger and \$4,332,735 08 from freight traffic, and \$387,007 07 from miscellaneous sources—being an increase over the previous year of \$658,664 45, equal to about 12 per cent. The operating expenses were \$4,622,835 77, being 75 per cent of gross earnings; net earnings, \$1,542,833 41. The gross earnings averaged \$3,272 40 per mile; the operating expenses \$2,457 12 per mile; the net earnings \$814 76 per mile. There was paid in taxes \$140,640 29; on interest \$1,969,831 01; other expenditures (construction, equipment, rents, etc.) \$561,049 18. Only two companies paid dividends, amounting to \$301,455 85.

Since June 30, 1874, the Wells and Mankato Railroad has been completed, adding 40 miles to the above, and making the total length of track 1,933 miles.

The earnings of the St. Louis and Southeastern Railway for the year ending December 31, 1874, were \$1,258,754, against \$1,294,498 for the year 1873, a decrease of \$35,744.

The earnings of the Houston and Texas Central Railroad for the year 1874 were \$3,166,368 27, the expenses \$1,897,614 01, and the net earnings \$1,268,754 26.

Missouri, Iowa and Nebraska Railroad.

The officers of this company, recently elected, are: F. M. Drake, President; Henry Hill, Vice Pres. and Gen. Supt.; James Fitzhenry, Secretary and Treasurer. The report of the Superintendent shows that the road and equipment is in first class condition, that not a train has failed to make its regular trips in two years, that during the first half year the road did not pay cost of operation, but the entire line, including every class of expenses, is now operated for less than \$5,000 per month, leaving a monthly balance exceeding \$7,000 to apply on interest, that all debts have been fully paid, except that of the company that ironed and equipped the road, that the facilities it offers are rapidly developing the country, resulting in a steady increase of business, that the asperity growing out of conflicting interests and misconceptions has been overcome by a just and liberal policy, and those who were most hostile are now among the warmest friends, and that negotiations pending will, within 90 days, open the way for trains to run through to Keckuk.

Narrow Gauge Railroads in Utah.

There are six narrow gauge railroads already in operation in Utah, viz: The Utah Northern extending from Ogden, 86 miles, to Franklin, in the Northwestern corner of the Territory, and looking to an early extension to Montana. The Bingham Canon and Camp Floyd, 22 miles, extending from the Utah Southern Railway to the mining district west; this road is paying 20 per cent upon its cost—\$360,000, with equipment. The American Fork, 16 miles, has grades as high as 297 feet to the mile, and curves only 229 feet radius; it is operated with a Fairlie engine. The Wasatch and Jordan Valley, up the Little Cottonwood Canon, 11½ miles; average grades 150 feet, highest 287 feet to the mile, proposed extension 10 miles, of which 2 were built in 1874. The Summit County, from the Union Pacific at Echo, south to Coalville, 9 miles, is delivering 200 tons of coal per day; an extension of 20 miles southward is contemplated, also another 3 foot road from these mines direct to Salt Lake City, thus saving an immense distance in the transportation of coal. The Utah Western, the successor of the Salt Lake, Sevier Valley and Pioche Company, was organized last June, and has already 12 miles in operation, which will be increased to 25 during the winter. It runs directly west from St. Lake City to the lake shore, where it will bend southward through Toole County. The line immediately proposed is only 45 miles, but an eventual extension of 300 miles or more is contemplated into Southeastern Nevada and Southern California.

A bill has been introduced in the Senate of New Jersey chartering a company to build a horse passenger railway in Cape May city, to run along the strand from the Seabreeze House to Schellenger's Landing, Sewell's Point and other places of general resort. It is intended to build the road by the time the next season opens.

Arrangements are being made to secure the building of a narrow gauge road from Washington, through the valleys of Chartiers and Ten Mile creeks to Sparta, a distance of sixteen miles.

Mr. M. R. Woodward has been appointed General Superintendent of the Ohio and Mississippi Railroad.

FISK & HATCH,

Bankers,

5 Nassau St., N. Y.

U. S. Government Bonds of all issues and denominations bought and sold direct at current market rates, in large or small amounts to suit all classes of investors and Institutions, and for immediate delivery; and all business connected with investments in Government Bonds, transfers of Registered Certificates, Exchange of Coupon Bonds for Registered, Collection of interest, &c., attended to on favorable terms.

All other marketable Stocks and Bonds bought and sold on Commission; Gold Coupons and American and foreign Coin bought and sold; approved deposit accounts received.

FISK & HATCH.

Articles of association have been filed with the Secretary of State, at Trenton, New Jersey, in accordance with the General Railroad Law, having in view the formation of two new railroad companies. One is the Yardleyville Connecting Railroad, designed to connect Yardleyville with the Delaware and Bound Brook Railroad. The other is the Ewing and Trenton Railroad, which is to connect the Trenton City Bridge with the township of Ewing, in Mercer County. Both roads are in the interest of the Delaware and Bound Brook Railroad Company.

George H. French has been elected President, J. H. Berryhill Vice President, and S. H. Conner Secretary and Treasurer of the Davenport and St. Paul Railroad company. Negotiations are now pending for a new loan to straighten the company financially, and enable them to make a satisfactory arrangement with the representatives of the German bondholders.

The contract for the rails for the Cincinnati Southern Railroad, which has been awarded to the Cleveland Rolling Mill Company, will amount, even at the present low price of iron, to \$1,500,000. This is said to be the largest contract in amount ever awarded a Cleveland company.

The extension of the Southern Pacific Railroad from Spadra is about to be entered upon once. Contracts for grading the road to San Gorgonio Pass are being given out in sections. The bids of a gentlemen named Hall have been accepted, and he will grade nearly the entire road.

Col. R. N. Andrews has been appointed General Superintendent of the Toledo, Wabash, and Western Railway. Charles H. Bradley is made Superintendent of the Western division, and N. H. Wade Superintendent of the Eastern division.

Frederick Ayer has been elected President, D. B. Bartlett Clerk, and Benj. Walker Treasurer of the Lowell and Andover Railroad company. The business of the new road is said to be large and satisfactory.

Mr. S. H. Potter has been appointed Superintendent of the Iowa Division of the Chicago, Burlington and Quincy Railroad.

It is stated that the Harlan & Hollingsworth Company, of Wilmington, Del., have contracted with Charles Morgan to build two large iron steam ships of about 2,500 tons each.

Railroad Law.

RAILROAD COMPANIES—RESIDENCE OF CONSIGNEE.
The opinion of Justice Gray in the late case of *Pelton vs. Rensselaer and Saratoga R. R. Co.*, (54 N. Y., 214), is as follows:

The plaintiff to whom the goods consumed by fire were consigned, had, within about sixteen days of their arrival at Saratoga Springs, the place of their destination, removed to a place four miles distant therefrom, up to which time she had resided in Michigan. When the goods arrived, no one was present to receive them, or to whom to give notice of their arrival, and her residence was unknown to the defendant; the goods were removed from the car to the defendant's warehouse, and there kept three days, when, without the defendant's fault, they were consumed by fire. During each of these days, the defendant's agent having charge of the warehouse, inquired of persons as likely as any other to know the defendant's residence or whereabouts, and gained no information on the subject. This, within the case of *Northrop vs. The Syr., Bing, & N. Y. R. R. Co.* (2 Trans. App., 183), was an abundant excuse for not giving notice, and within that case, in other respects, and the rule as stated in *Fenner vs. The Buffalo and State Line R. R. Co.*, (44 N. Y. R., 505, 511.) The defendant's character had, before the fire, changed to that of a warehouseman, and the goods having been destroyed, without the defendant's fault, the plaintiff cannot recover, where the residence of the consignee claiming the right to notice is not known at the freight depot.

The consignee ought, before the arrival of the goods, to give such information as will enable the carrier to give requisite notice, but whether if such notice had been given it would have become their duty to have notified the plaintiff, whose post office address was beyond the municipality of the depot, is not involved.

Extension of the Chesapeake and Ohio Canal.

The Secretary of War has transmitted and the Vice President laid before the Senate a preliminary report of Major Wm. E. Merrill, United States corps of engineers, submitted in compliance with the act of June 23, 1874, directing a survey and estimate to be made for the extension of the Chesapeake and Ohio canal from Cumberland, Md., to Pittsburgh, Pa. It appears from this report that the line of the proposed canal has been definitely located from Cumberland to a point two miles north of Ohio Pyle falls. The sum allotted for the survey was insufficient to carry the work beyond this point. The total distance surveyed was seventy eight miles, leaving seventeen miles yet to be surveyed in order to reach Connellsville, at which place it is expected that the canal will terminate, and that the remainder of the line to the mouth of the Youghiogheny may be completed by slack water navigation in the river itself. The lower portion of the river (from West Newton to its mouth, a distance of nineteen miles) was surveyed under Major Merrill's direction in 1873. The distance between Connellsville and West Newton is twenty four miles. There is, therefore, yet to be surveyed seventeen miles of canal and twenty four miles of river. The reason why the survey did not reach Connellsville was on account of the extraordinarily difficult nature of the line, made yet more complicated by the occupancy of the narrow valley by a railroad built on the exact site originally chosen for the canal. The railroad fully doubles the difficulties in traversing the valley of Will's creek,

The conclusion thus far reached is that it is simply impossible to construct a canal of the usual type between Cumberland and the summit level. This conclusion, Major Merrill says, substantially holds for the route surveyed in 1873 by way of the North branch of the Potomac and Savage rivers. Whichever route be chosen for the canal, this portion of it must of necessity be wholly or partly built after the style so long in successful use on the Morris and Essex canal, that is by the ascent of the heavier grades by inclined planes. On this canal, at places where the lift is so great that it would otherwise require many locks and short pools, the boats are taken on carriages, whose platforms are horizontal, but whose wheels are at different heights, conforming to the slope of the planes. These carriages are drawn up by water power obtained from a turbine wheel placed at the lowest attainable position, and supplied with water from the lower level.

Major Merrill says no canal has ever been built on a line presenting such formidable obstacles to be overcome as this Will's creek division, but he considers it due to the important interests which desire it that a full report should be made as to its practicability. He therefore earnestly recommends that an appropriation of twenty thousand dollars be granted to complete the survey.

West Jersey Railroad.

The annual meeting of the stockholders of this company was held in Camden, N. J., on the 9th inst. There was a much larger attendance than usual, owing, perhaps, to the fact of the company having passed their usual dividends for the year.

The gross earnings of the road for the past year amounted to \$623,891 46, and the disbursements were \$608,360 89, leaving a balance of only \$15,030 57, a very small margin of profit. But the condition of the road, the supplies for the coming year, and the reduction in all expenses made so late in 1874, as to hardly show any improvement, will enable the company, it is claimed, to start in the new year under favorable auspices. According to the report the total number of passengers carried one mile during the year was 17,537,005; the total number of tons of freight carried one mile was 8,643,544. There is no material difference in the rolling stock or other capital investment.

The stockholders elected the following directors to serve for the ensuing year: Thos. Jones Yorke, Samuel A. Whitney, Albert W. Markley, Charles E. Elmer, Colemen F. Leaming, Lewis Mulford, John H. Moore, Strickland Kneass, Josiah Bacon, George E. Roberts, Samuel M. Felton, George Wood, Thomas H. Dudley. Subsequently the Board met, and, on the reception of a communication from Judge Yorke, declining to be a candidate for President, the following resolutions were unanimously adopted:

Whereas, T. Jones Yorke announces to this Board that, owing to the natural infirmities of age, he cannot consent to a re-election to the office of President, should the same be tendered him; therefore, be it

Resolved, That we owe it to one who has been connected with this road from its inception, at a public meeting held in Salem, April 10, 1852—one who, since then, has devoted the whole of his time and best business energies in procuring a charter, organizing a company and constructing the road—one who has held the office of President since the death of Commodore Stockton, in October, 1866—that we should place on record our appreciation of his long continued services and earnest efforts, and of the high estimation in which we hold him as a genial man, always courteous to his assistants in the Board, always kind and considerate to all in the employ of the Company.

Resolved, That we greatly regret the necessity

which compels him to decline further active direction of the affairs of this Company, but yield to his request, trusting that he will aid the incoming Board, so far as he may be able, from his experience in railroad management, gathered from his long connection with the Camden and Amboy Company and its child, the West Jersey Railroad.

The Board of Directors then organized by electing George B. Roberts, Esq., President, and George J. Robbins, who has held the position nine years, Secretary and Treasurer.

It is announced from Washington that the Secretary of the Treasury has determined to use the Treasury money in his control—first, to the payment of the interest on the public debt; second, to the requirements of the law concerning the sinking fund, and, third, to meet the appropriations for annual expenditures, reserving of these the public improvements for the last, and if the money runs short work upon them will have to stop.

The contract for enlarging the little tunnel, west of North Adams, Mass., has been awarded to B. N. Farren, and N. C. Munson will build the road therefrom to the Vermont line. This road is 6.84 miles long.

The work of connecting the new tracks of the Boston and Albany Railroad at Russell was completed on the 12th inst.

OFFICE PENNSYLVANIA RAILROAD CO.,
PHILADELPHIA, January 11, 1875.

NOTICE IS HEREBY GIVEN THAT THE Pennsylvania Railroad Company will pay, upon presentation, before March 6, 1875, their Scrip issued for the dividend December 6, 1873, at par, and accrued interest thereon to date of presentation.

On the 6th of March, 1875, this Scrip will cease to bear interest, and the Company will pay all that may then be outstanding.

BAYARD BUTLER, Treasurer.

Jersey City Steel Works.

JAS. R. THOMPSON & CO..

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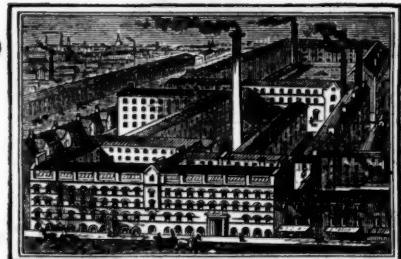
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No. 3. Commercial Pen. Point Medium. An Easy Writing Business Pen.

No. 4. Ladies' Extra Pen. Point Extra Fine and Flexible. For Delicate Fine Hand Writing this is a very superior Pen.

No. 5. School Pen. Point Fine, Medium in Flexibility. For a durable School Pen it has never been equaled.

No. 6. Flourishing Pen. Point Long, Flexible and Medium in Fineness. For Off-hand Flourishing.

No. 7. Quill Pen. Point Medium, Quill Action. A Smooth, Easy Writing Pen. Its name well represents its qualities.

No. 8. Congress Pen. (New.) Medium Flexible Point. A very superior Pen for all styles of writing. This Pen undergoes a process that renders it non-corrosive and three times more durable than any ordinary steel Pen.

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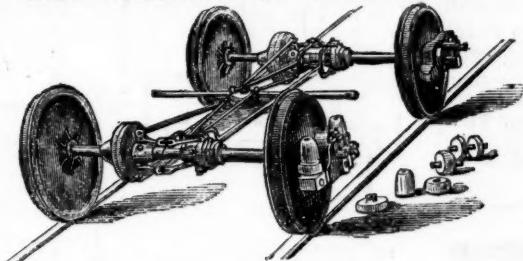
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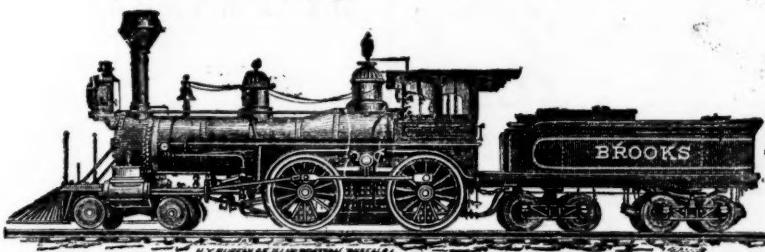
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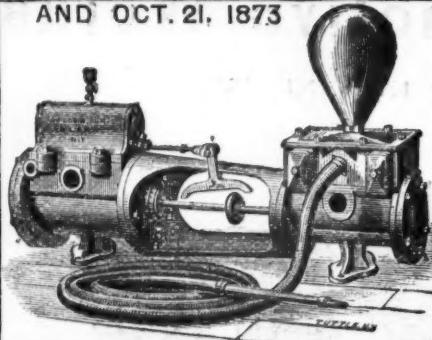
Annual Report of the Cooper Union.

The annual report of the receipts and expenditures of the Cooper Union for the Advancement of Science and Art for the year ending Dec. 31, 1874, has just been published. The statement of the account is as follows: Revenue \$49,851 05, total expenditures \$54,446 13. Of the last named sum the principal items are: Free Night Classes in Science and Art \$18,019 22, Free Art School for Women \$6,108 05, Free Library \$4,907, Free Reading room \$3,858 40, repairs and improvements \$9,878 76, gas \$5,924 25. The general cash statement on the debit side is: Balance in treasury Jan 1, 1874 \$2,066 52, receipts \$49,851 05, money borrowed during the year \$8,768 75, total \$60,686 32. On the credit side: Expenditures \$54,446 14, money refunded \$37 50, loans paid off \$2,077 87, balance in treasury Jan. 1, 1875 \$4,124 82, total \$60,686 32. Financial condition: Balance in treasury Jan. 1, 1875 \$4,124 82, due from rents \$1,102 59, interest due and unpaid from Township of Pompton, N. J. \$14,000, total \$19,227 41. Current indebtedness: Loan \$14,615 03, accounts audited \$4,415 70, total \$19,030 73. Surplus \$196 68.

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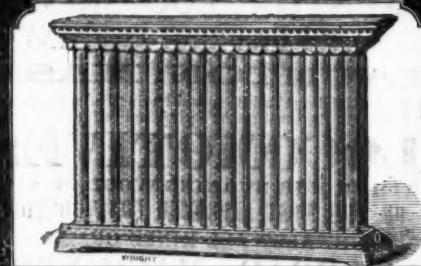
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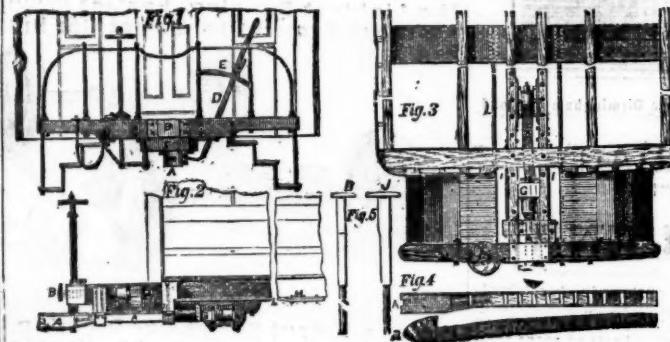
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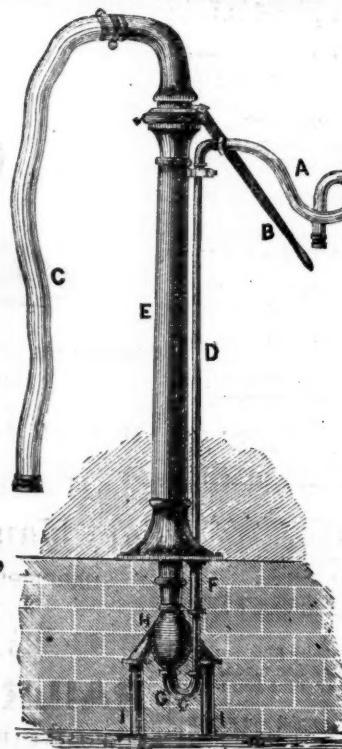
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The Engineer in charge of the Locomotive attaches the Hose A to a steam valve in the boiler. Steam passes through the pipe D and slip joint F into the globe H, producing a vacuum; the water is then lifted through the pipes I and forced through the column E and hose C into the tender, filling any ordinary tender in about three minutes. When steam is shut off all the water in the pipes returns into the well, and any condensed steam passes off through the drip valve G, leaving nothing to freeze. The handle B serves to turn the discharge pipe and hose in any direction. The water delivered into the tender is warm, thus utilizing the steam used. The discharge tubes, represented above made of hose, can be made of iron if preferred.

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They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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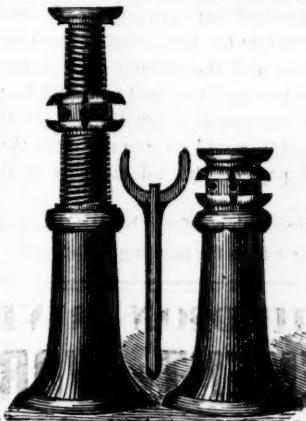


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mings, Steam Pumps.

Boston and Albany Railroad.
The annual meeting of the stockholders of this company was held in Boston on the 10th inst. The seventh annual report of the directors, being for the year ending September 30, 1874, was presented, and on motion accepted and ordered to be placed on file. A full abstract of this report was given in the *Journal* of January 30. The following gentlemen were then elected directors for the ensuing year: Chester W. Chapin, Springfield; D. Waldo Lincoln, Worcester; Ignatius Sargent, Brookline; George O. Crocker, New Bedford; Glinery Twichell, Brookline; Henry Colt, Pittsfield; Edward B. Gillett, Westfield; and Moses Kimball, Boston.

The President announced that the authority given the Directors to issue bonds had been exhausted, and that while they did not anticipate the necessity of expending any large additional sum, it was deemed expedient that they should have authority to issue \$5,000,000 additional bonds, which would make the limit of the debt \$10,000,000.

Mr. Geo. Gregg inquired to what extent the company had authority to issue bonds.

The President—To the extent of the capital stock, which is \$20,000,000. The directors have fully considered this subject and recommend the adoption of the following vote which was offered by Mr. Gregg:

Voted, That the Directors be authorized to issue bonds of the company to an amount not exceeding five millions of dollars, at such times and in such manner as they may deem for the best interests of the company.

Mr. Chapin stated that the present indebtedness of the company was not far from \$1,300,000. The principal expenditures to be made in the future will be for the completion of the depot in Worcester and the elevator in East Boston. The iron bridges and the steel rails will be the principal extraordinary expenditures for the coming year, and it would not require more than \$2,000,000 to pay off the indebtedness of the coming year.

The resolution offered by Mr. Gregg was adopted, after which the meeting adjourned.

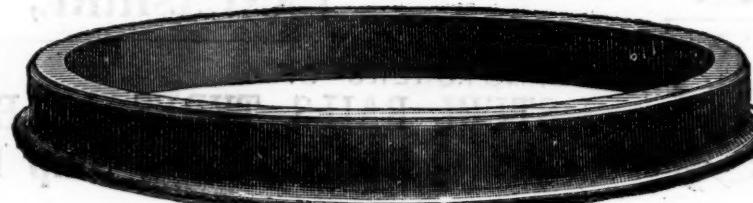
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MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily; are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our lately Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

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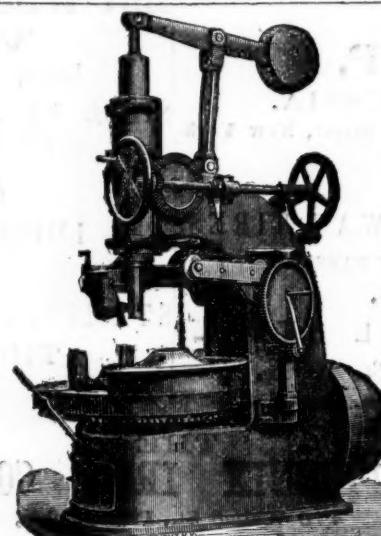
CAMMELL'S CAST STEEL.



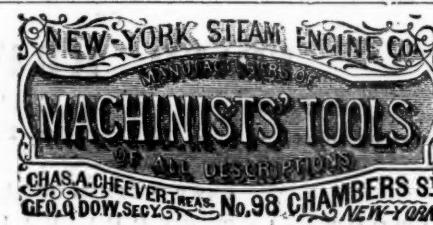
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We are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

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